SAN FRANCISCO PUBLIC LIBRARY
3 1223 07661 1822

PLANNING DEPARTMENT

Francisco • 1660 Mission Street, Suite 500 • San Francisco, California • 94103-2414

ECTOR'S OFFICE
IONE: 558-6411

ZONING ADMINISTRATOR
PHONE: 558-6350

PLANNING INFORMATION
PHONE: 558-6377

COMMISSION CALENDAR
INFO: 558-6422

4TH FLOOR
FAX: 558-6426

5TH FLOOR
FAX: 558-6409

MAJOR ENVIRONMENTAL
FAX: 558-5991

INTERNET WEB SITE
WWW.SFGOV.ORG/PLANNING

DOCUMENTS DEPT.
SEP 11 2006
SAN FRANCISCO
PUBLIC LIBRARY

September 9, 2006

To Responsible Agencies, Trustee Agencies, and Interested Parties:

RE: CASE NO. 2004.0588E—255 SEVENTH STREET, WESTBROOK PLAZA PROJECT
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

A Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the above-referenced project, described below, has been issued by the Planning Department. An Initial Study has also been prepared to provide more detailed information regarding the proposed project and the environmental issues to be considered in the DEIR. The Notice Of Preparation (NOP)/Initial Study is either attached or is available upon request from **Viktoriya Mass**, whom you may reach at **(415) 558-5955** or in writing at the above address. This notice is being sent to you because you have been identified as potentially having an interest in the project or the project area.

The proposed project (Westbrook Plaza project) is located at 255 Seventh Street (Assessor's Block 3731, Lots 126 and 154). The project site is located mid-block between Howard and Folsom Streets in the South of Market ,655-square-foot, T-shaped project site fronts the east side of Seventh Street existing site includes a one-story, approximately 18-foot high commercial eet and a one-story, approximately 18-foot high building totaling about 960 upied by a surface parking lot. The proposed project would demolish both arking lot.

the construction of two new buildings. A five-story, 50-foot building with -level health center would front Seventh Street (the Seventh Street Building). ding would front Moss Street (the Moss Street Building). The two buildings he proposed project would also include a subsurface parking lot with 45 off- reet Building would contain an approximately 20,000-square-foot out-patient C) that would include a small pharmacy. The third, fourth and fifth floors of occupied by 10 affordable dwelling units each, for a total of 30 dwelling the SMHC and the pharmacy would be provided through three separate t. The Seventh Street Building would be 50 feet high. The Moss Street velling units. Access to the dwelling units would be from Moss Street. The et high.

eiving environmental review was published on November 18, 2005. The prepare an Environmental Impact Report (EIR) prior to any final decision pprove the project. The purpose of the EIR is to provide information about nental effects of the proposed project, to identify possible ways to minimize and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Comments concerning the scope of the EIR are welcomed. In order for your concerns to be fully considered throughout the environmental review process, we would appreciate receiving them by **October 10, 2006.** Written comments should be sent to Paul Maltzer, Environmental Review Officer, San Francisco Planning Department, ion Street, Suite 500, San Francisco, CA 94103.

k for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as e and content of the environmental information that is relevant to your agency's statutory responsibilities ion with the proposed project. Your agency may need to use the EIR when considering a permit or other or this project. We will also need the name of the contact person for your agency. If you have questions g environmental review of the proposed project, please contact **Viktoriya Mass** at **(415) 558-5955**.

5/S

San Francisco Public Library

Government Information Center
San Francisco Public Library
100 Larkin Street, 5th Floor
San Francisco, CA 94102

REFERENCE BOOK

Not to be taken from the Library

D
REF
711.4097
T9303n

PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California • 94103-2414

MAIN NUMBER
(415) 558-6378

DIRECTOR'S OFFICE
PHONE: 558-6411
4TH FLOOR
FAX: 558-6426

ZONING ADMINISTRATOR
PHONE: 558-6350
5TH FLOOR
FAX: 558-6409

PLANNING INFORMATION
PHONE: 558-6377
MAJOR ENVIRONMENTAL
FAX: 558-5991

COMMISSION CALENDAR
INFO: 558-6422
INTERNET WEB SITE
WWW.SFGOV.ORG/PLANNING

GOVT DOCUMENTS DEPT.

SEP 11 2006

SAN FRANCISCO
PUBLIC LIBRARY

September 9, 2006

To Responsible Agencies, Trustee Agencies, and Interested Parties:

RE: CASE NO. 2004.0588E—255 SEVENTH STREET, WESTBROOK PLAZA PROJECT
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

A Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the above-referenced project, described below, has been issued by the Planning Department. An Initial Study has also been prepared to provide more detailed information regarding the proposed project and the environmental issues to be considered in the DEIR. The Notice Of Preparation (NOP)/Initial Study is either attached or is available upon request from **Viktoriya Mass**, whom you may reach at **(415) 558-5955** or in writing at the above address. This notice is being sent to you because you have been identified as potentially having an interest in the project or the project area.

The proposed project (Westbrook Plaza project) is located at 255 Seventh Street (Assessor's Block 3731, Lots 126 and 154). The project site is located mid-block between Howard and Folsom Streets in the South of Market Neighborhood. The approximately 23,655-square-foot, T-shaped project site fronts the east side of Seventh Street and the west side of Moss Street. The existing site includes a one-story, approximately 18-foot high commercial building totaling about 2,000 square feet and a one-story, approximately 18-foot high building totaling about 960 square feet. The rest of the lot is occupied by a surface parking lot. The proposed project would demolish both structures and eliminate the surface parking lot.

The proposed project would result in the construction of two new buildings. A five-story, 50-foot building with three levels of residential above a two-level health center would front Seventh Street (the Seventh Street Building). A four-story, 40-foot residential building would front Moss Street (the Moss Street Building). The two buildings would share a mid-block courtyard. The proposed project would also include a subsurface parking lot with 45 off-street parking spaces. The Seventh Street Building would contain an approximately 20,000-square-foot out-patient South of Market Health Center (SMHC) that would include a small pharmacy. The third, fourth and fifth floors of the Seventh Street Building would be occupied by 10 affordable dwelling units each, for a total of 30 dwelling units. Access to the dwelling units, the SMHC and the pharmacy would be provided through three separate entry/exit points along Seventh Street. The Seventh Street Building would be 50 feet high. The Moss Street Building would have 19 affordable dwelling units. Access to the dwelling units would be from Moss Street. The Moss Street Building would be 40 feet high.

A notification that the project is receiving environmental review was published on November 18, 2005. The Planning Department has decided to prepare an Environmental Impact Report (EIR) prior to any final decision regarding whether to approve or disapprove the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Comments concerning the scope of the EIR are welcomed. In order for your concerns to be fully considered throughout the environmental review process, we would appreciate receiving them by **October 10, 2006.** Written comments should be sent to Paul Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, please contact **Viktoriya Mass** at **(415) 558-5955.**

Digitized by the Internet Archive
in 2014

https://archive.org/details/caseno20040588e29200sanf

PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California • 94103-2414

MAIN NUMBER (415) 558-6378 | DIRECTOR'S OFFICE PHONE: 558-6411, 4TH FLOOR FAX: 558-6426 | ZONING ADMINISTRATOR PHONE: 558-6350, 5TH FLOOR FAX: 558-6409 | PLANNING INFORMATION PHONE: 558-6377, MAJOR ENVIRONMENTAL FAX: 558-5991 | COMMISSION CALENDAR INFO: 558-6422, INTERNET WEB SITE WWW.SFGOV.ORG/PLANNING

Notice Of Preparation of an Environmental Impact Report

Date of Notice: September 9, 2006

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, San Francisco, CA 94103

Agency Contact Person: Viktoriya Mass **Telephone:** (415) 558-5955

Project Title: 2004.0588E – 255 Seventh Street, Westbrook Plaza

Project Sponsor/Contact: Mercy Housing California/Rosalba Navarro **Telephone:** (415) 355-7110
South of Market Health Center/Charles E. Range **Telephone:** (415) 436-0111

Project Address: 255 Seventh Street
Assessor's Block and Lot: Block 3731, Lots 126 & 154
City and County: San Francisco

Project Description: The proposed project (Westbrook Plaza project) is located at 255 Seventh Street (Assessor's Block 3731, Lots 126 and 154). The project site is located mid-block between Howard and Folsom Streets in the South of Market Neighborhood. The approximately 23,655-square-foot, T-shaped project site fronts the east side of Seventh Street and the west side of Moss Street. The existing site includes a one-story, approximately 18-foot high commercial building totaling about 2,000 square feet and a one-story, approximately 18-foot high building totaling about 960 square feet. The rest of the lot is occupied by a surface parking lot. The proposed project would demolish both structures and eliminate the surface parking lot.

The proposed project would result in the construction of two new buildings. A five-story, 50-foot building with three levels of residential above a two-level health center would front Seventh Street (the Seventh Street Building). A four-story, 40-foot residential building would front Moss Street (the Moss Street Building). The two buildings would share a mid-block courtyard. The proposed project would also include a subsurface parking lot with 45 off-street parking spaces. The Seventh Street Building would contain an approximately 20,000-square-foot out-patient South of Market Health Center (SMHC). The third, fourth and fifth floors of the Seventh Street Building would be occupied by 10 affordable dwelling units each, for a total of 30 affordable dwelling units. Access to the dwelling units, the SMHC and the pharmacy would be provided through three separate entry/exit points along Seventh Street. The Seventh Street Building would be 50 feet high. The Moss Street Building would have 19 affordable dwelling units. Access to the dwelling units would be from Moss Street. The Moss Street Building would be 40 feet high. The project site is within the SLR (Service/Light Industrial Mixed Use) and RED (Residential Enclave) zoning districts and the 50-X/40-X height and bulk districts.

Building Permit Application Number(s), if Applicable: Not applicable.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and the following reasons, as documented in the Initial Study for the project, which is attached.

Written comments on the scope of the EIR will be accepted until the close of business on October 10, 2006. Written comments should be sent to Paul Maltzer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

State Agencies. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.
Thank you.

9/8/06
Date

Paul E. Maltzer, Environmental Review Officer

3 1223 07661 1822

INITIAL STUDY
2004.0588E – 255 Seventh Street, Westbrook Plaza

I. PROJECT DESCRIPTION

The proposed project (Westbrook Plaza project) is located at 255 Seventh Street (Assessor's Block 3731, Lots 126 and 154). The project site is located mid-block between Howard and Folsom Streets in the South of Market (SOM) Neighborhood (see Figure 1 on page 2). The approximately 23,655-square-foot, T-shaped project site fronts the east side of Seventh Street (165 feet) and the west side of Moss Street (119 feet). The existing site includes a one-story, approximately 18-foot high commercial building totaling about 2,000 square feet and a one-story, approximately 18-foot high building totaling about 960 square feet. Both buildings are located in the northwest corner of the project site and front Seventh Street. The rest of the lot is occupied by a surface parking lot. Until recently, the project site was occupied by a Thrifty car rental business, which included 49 parking spaces and a small car wash. Currently, the project site is occupied by a surface parking lot. The proposed project would demolish both structures and eliminate the surface parking lot.

The proposed project would result in the construction of two new buildings. A five-story, 50-foot building with three levels of residential above a two-level health center would front Seventh Street (the Seventh Street Building). A four-story, 40-foot residential building would front Moss Street (the Moss Street Building). The two buildings would share a mid-block courtyard (see Figure 2 on page 3). The proposed project would also include a subsurface parking lot under the entire parcel. The subsurface lot would accommodate about 45 parking spaces. Table 1 shows the development program for the proposed project.

TABLE 1 – WESTBROOK PLAZA DEVELOPMENT PROGRAM

Uses	Seventh Street Building	Moss Street Building	Total
Residential (square feet)	35,474	20,861	56,335
Institutional, SMHC (square feet)	19,409	-	19,409
Parking (square feet)	-	-	22,497
Total (square feet)	-	-	**98,241**
Affordable Dwelling Units	30	19	49
1-Bedroom	12	2	14
2-Bedroom	6	14	20
3-Bedroom	12	3	15
Number of Parking Spaces	-	-	45
Height (feet)	50	40	-
Floors	5	4	-

Source: Solomon E.T.C, a WRT Company, *Schematic Design Check Set*, November 9, 2004; Design Studios Gonzalo Castro, electronic communication with Planning Department, September 19, 2005.

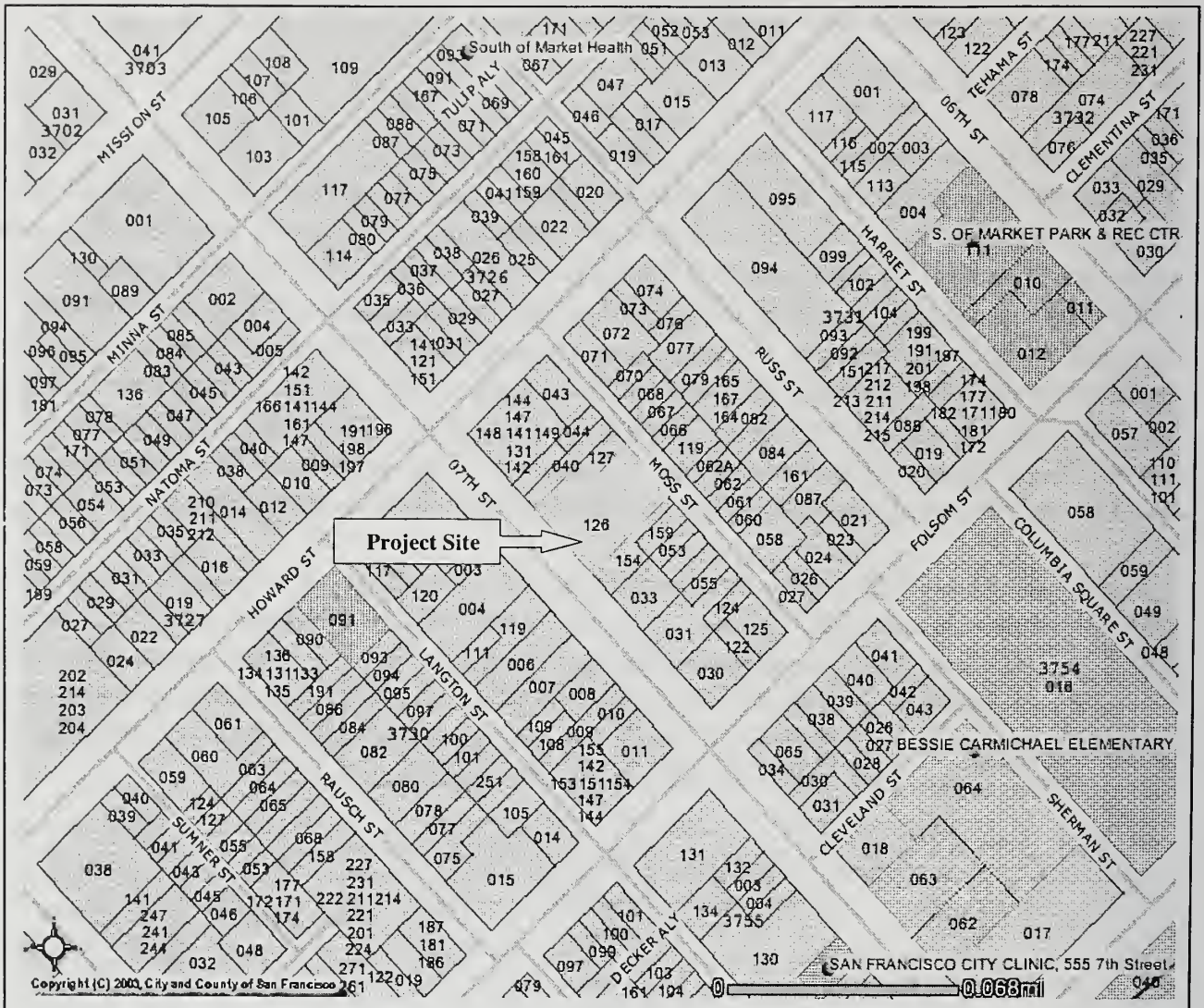


FIGURE 1
PROJECT LOCATION
Source: San Francisco GIS, May 2006.

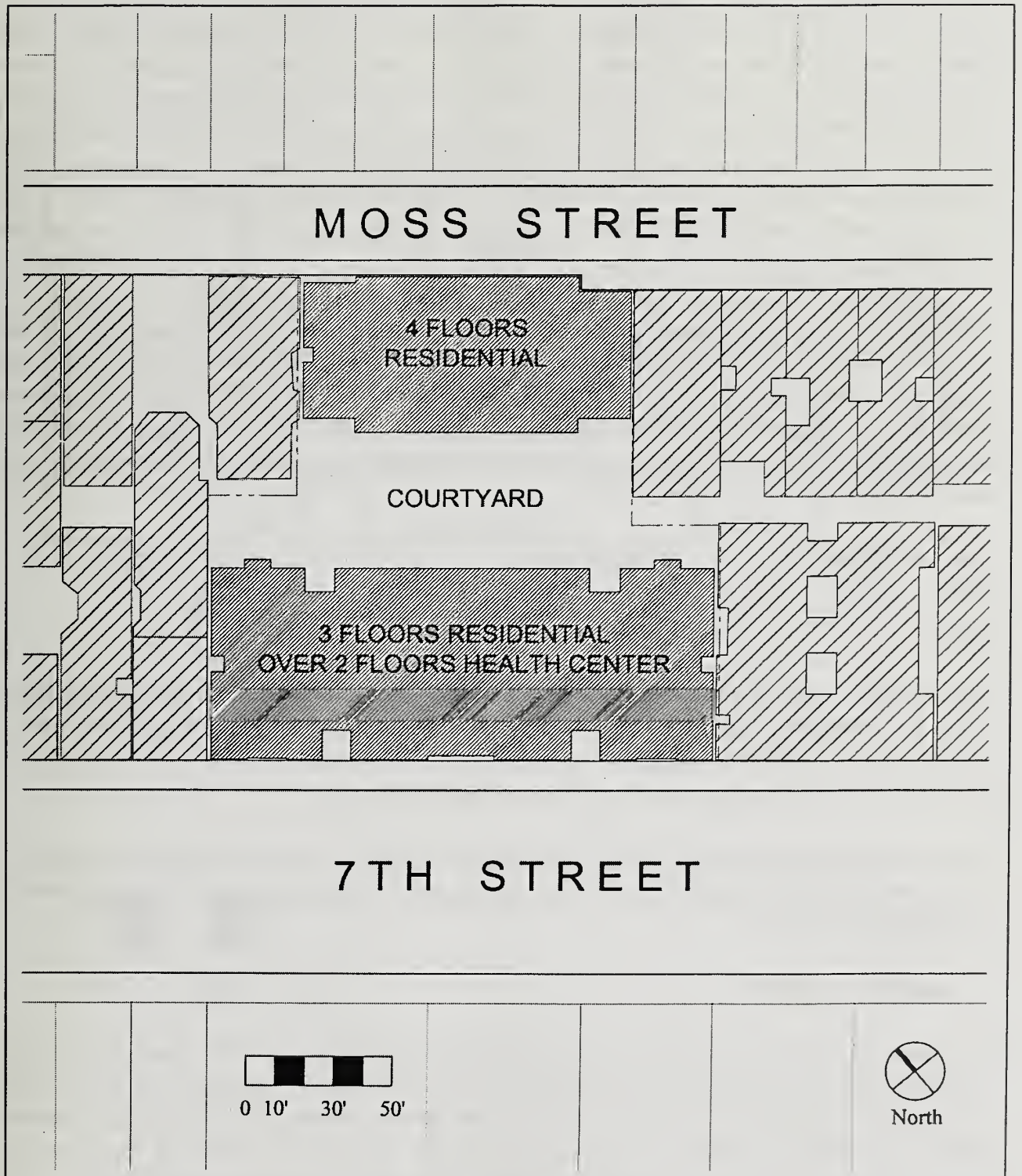


FIGURE 2
SITE PLAN
Source: Solomon E.T.C., a WRT Company, *Schematic Design Check Set*, November 9, 2004.

The Seventh Street Building would contain an approximately 19,500-square-foot out-patient South of Market Health Center (SMHC) that would include a small pharmacy.[1] The SMHC would occupy the first and second floors of the building. The third, fourth and fifth floors of the Seventh Street Building would be occupied by 10 affordable dwelling units each, for a total of 30 dwelling units (12 one-bedrooms, six two-bedrooms and 12 three-bedrooms). Figure 3 on page 5 shows the Seventh Street Building third level layout, which is representative of the layout of the fourth and fifth levels. Access to the dwelling units, the SMHC and the pharmacy would be provided through three separate entry/exit points along Seventh Street. The Seventh Street Building would be 50 feet high (see Figure 4 on page 6).

The SMHC's mission and responsibility is to increase medical services for low income and vulnerable population groups, regardless of their ability to pay for rendered services. The SMHC provides a wide range of primary care and disease prevention services. The SMHC would provide the following services: general medicine, chronic disease management, family planning, prenatal, HIV, STD, dental, pharmacy, laboratory, and enabling service (social services, health education and nutrition). It is anticipated that the SMHC would have the following hours of operation:

Monday – Thursday	8:00 am to 5:00 pm
Friday – Saturday	8:00 am to 3:30 pm
Sunday	Closed

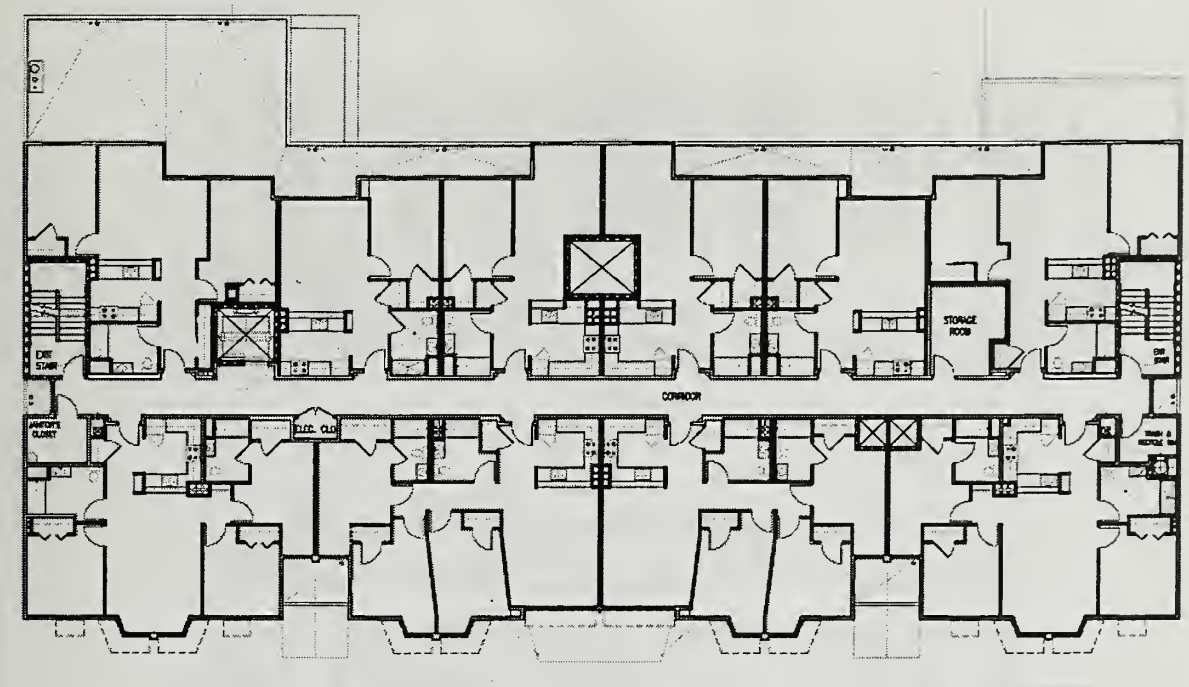
The Moss Street Building would have 19 affordable dwelling units (two one-bedrooms, 14 two-bedrooms and three three-bedrooms). Figure 5 on page 7 shows the Moss Street Building third level layout, which is representative of the layout of all the other levels. Access to the dwelling units would be from Moss Street. The Moss Street Building would be 40 feet high (see Figure 6 on page 8).

The two buildings would share a mid-block landscaped courtyard and a one-level subsurface parking lot. Of the 45 proposed parking spaces, 24 spaces would be designated for residential use and 21 spaces would be designated for SMHC use.

II. PROJECT SETTING

The project site is presently comprised of two lots: lot 126 is approximately 18,375 square feet and fronts Seventh Street (125 feet) and Moss Street (95 feet); lot 154 is approximately 5,280 square feet and also fronts Seventh Street (40 feet) and Moss Street (24 feet). Both lots are within the SLR (Service/Light Industrial Mixed Use) and RED (Residential Enclave) zoning districts and within the 50-X/40-X height and bulk districts. The project sponsor is proposing to merge lots 126 and 154 to create a single lot that would be approximately 23,655 square feet.

[1] Currently, the South of Market Health Center (SMHC) is located at 551 Minna Street (between Sixth and Seventh Streets) about 3 blocks northeast of the project site. The existing SMHC is about 6,100 square feet with an additional 2,000 square feet of administrative space located at 1091 Mission Street. The target community and service area for the SMHC are low-income and medically underserved residents living primarily in the South of Market area.



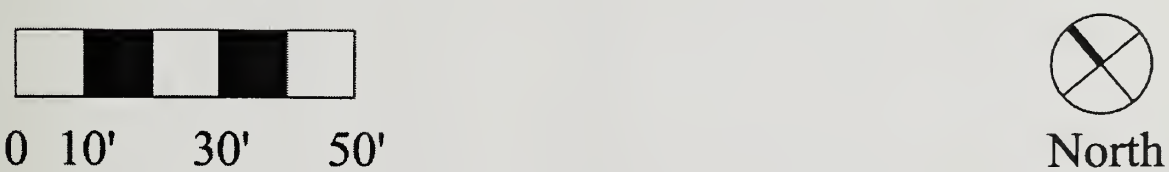


FIGURE 3

SEVENTH STREET BUILDING THIRD FLOOR PLAN

Source: Solomon E.T.C., a WRT Company, *Schematic Design Check Set*, November 9, 2004.

0 10' 30' 50'

North

FIGURE 4

SEVENTH STREET BUILDING ELEVATION

Source: Solomon E.T.C., a WRT Company, *Schematic Design Check Set*, November 9, 2004.

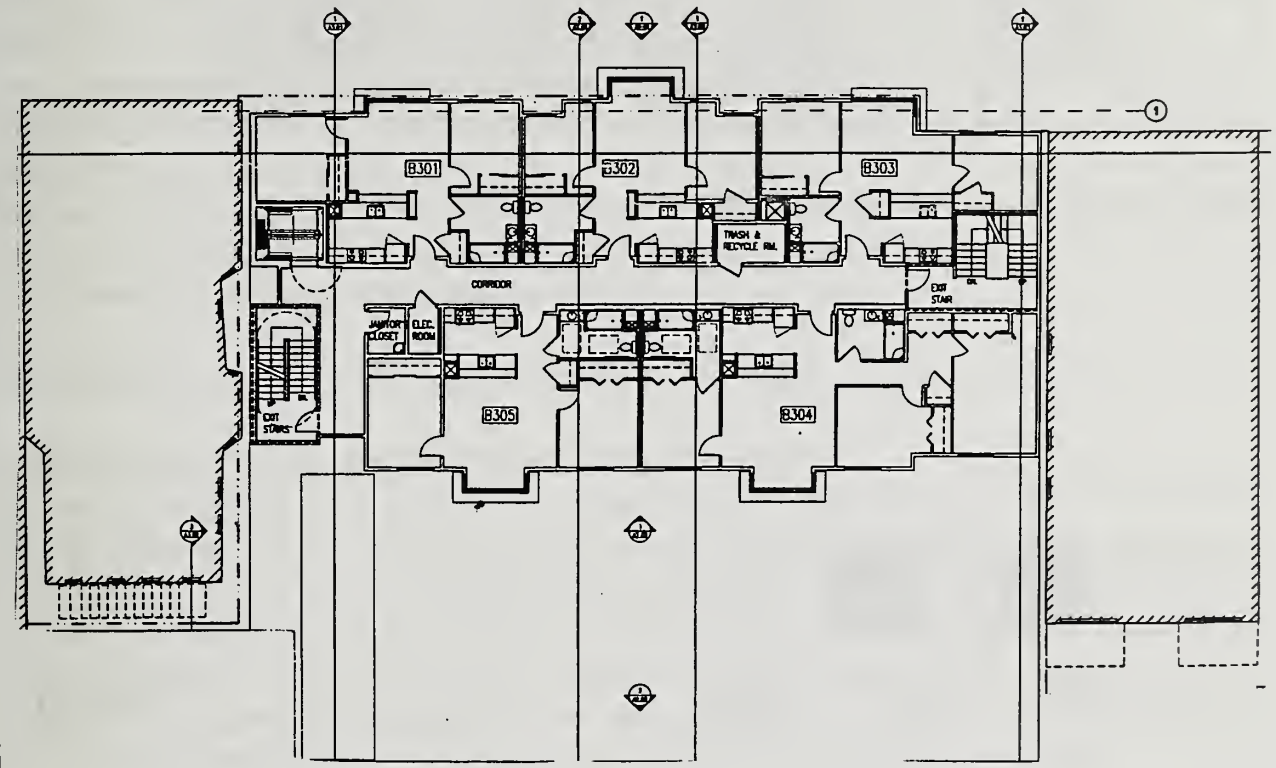


FIGURE 5

MOSS STREET BUILDING THIRD FLOOR PLAN

Source: Solomon E.T.C., a WRT Company, *Schematic Design Check Set*, November 9, 2004.

0 10' 30' 50'

North

FIGURE 6

MOSS STREET BUILDING ELEVATION

Source: Solomon E.T.C., a WRT Company, *Schematic Design Check Set*, November 9, 2004.

The project site vicinity is a mixed-use area that includes light industrial uses, ground-floor commercial and retail uses and residential uses.[2] The residential uses are interspersed throughout the project site area and vary from five-story multi-family buildings to single-story single-family residences. In general, many of the multi-unit residential buildings are located on corner lots of major arterial streets (e.g., northwest and southwest corners of Seventh and Howard Streets) while single- two- and three-family residential buildings are located on collector streets (e.g., Moss, Russ and Langton Streets). The heights of buildings in the project vicinity are variable but most buildings are one- to five-stories high (approximately 20 to 50 feet). The predominant scale in the project site vicinity is two- to three-story buildings.

On the south, the project site is adjacent to a three-story Ramada Limited Hotel that fronts Seventh Street and a five-story residential building that fronts Moss Street. On the north side, the project site is adjacent to a two-story commercial building that fronts Seventh Street and a two-story residential building that fronts Moss Street. The rest of the block is occupied by mixed uses, including residential uses that front Moss Street and commercial uses, such as a paint store and SOMA Inn Cafe, that front Seventh, Folsom and Howard Streets. Land uses on the west side of Seventh Street (across the street from the project site) are also mixed and include mostly two-story commercial and light industrial establishments. The project site neighborhood has very similar mixed land uses as those described above for the project site block.

III. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The proposed project has been evaluated to determine whether it would result in significant environmental impacts. The project could contribute to a significant cumulative Land Use and Land Use Planning impact because the conversion of the site to residential and institutional uses could contribute to a loss of land zoned for production, distribution and repair (PDR) uses (a portion of the project site is zoned SLR (Service/Light Industrial Mixed Use)). The proposed project could have a significant impact on Cultural Resources because it would result in a demolition of a building that has been determined to be a historic resource. Accordingly, Land Use and Cultural Resources will be analyzed in the Environmental Impact Report (EIR).

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following effects of the proposed project have been determined to be either insignificant or to be mitigated through mitigation measures included in this Initial Study: Aesthetics, Population and Housing, Transportation and Circulation, Noise, Air Quality, Wind and Shadows, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Mineral and Energy Resources, and Agricultural Resources. Additionally, while the proposed project would result in a significant historic resources impact due to demolition of a historic building, it would result in a less-than-significant archaeological resources impact. The above listed topics are discussed below and require no further environmental analysis in the EIR. All mitigation measures listed on pages 59 - 64 have been agreed to by the project sponsor and will be incorporated into the proposed project.

---

[2] The project site vicinity is defined as approximately 500 feet (0.1 mile) out in all directions from the boundary of the project site.

IV. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

	Applicable	*Not Applicable*
A. COMPATIBILITY WITH EXISTING ZONING AND PLANS		
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☒	☐
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	☒	☐

The *San Francisco Planning Code (Planning Code)*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*. Approval of the proposed project would result in demolition of two existing buildings and construction of two new buildings comprised of 49 dwelling units and an approximately 19,500-square-foot SMHC. The specific impacts of this proposed development are discussed below under the relevant topic headings.

The project site is within the SLR and RED zoning districts. Residential uses are principally permitted in the SLR and RED zoning districts at a density of 1 dwelling unit per 200 square feet of lot area and 1 dwelling unit per 400 square feet of lot area, respectively. The project site is within the 50-X and 40-X height and bulk districts. The Seventh Street Building would be sited within the 50-X height and bulk district and would be approximately 50 feet high. The Moss Street Building would be sited within the 40-X height and bulk district and would be approximately 40 feet high. The SLR zoning district principally and conditionally permits certain institutional uses. As determined by the Zoning Administrator in a December 15, 2004 Letter of Determination, the SMHC best fits into the Social Service definition under *Planning Code* Section 890.50(a). Social Service use is a Conditional Use in the SLR zoning district and is subject to review and approval by the Planning Commission at a public hearing under Section 303 of the *Planning Code*. Accordingly, the proposed project would require a Conditional Use Authorization.

The proposed project would also require a variance for modification of the rear yard requirement. The project sponsor is proposing to meet the rear yard requirement with a central court open space rather than providing open space opposite of one of the two street frontages. *Planning Code* Section 134(e) allows such modifications if the following three criteria are met: (1) a comparable amount of usable open space is provided elsewhere on the lot or within the development where it is more accessible to the residents; (2) the new building does not significantly impede the access of light and air and views from adjacent properties; and (3) the modified rear yard will not significantly affect the mid-block open space. Per Section 151 of the *Planning Code*, the proposed project would be required to provide 49 off-street parking spaces for residential use and approximately 64 parking spaces for the SMHC, for a total of about 113 off-street parking spaces. The

proposed project would result in 45 off-street parking spaces, or 68 spaces shy of the requirement. Accordingly, the proposed project would require a parking variance.

The project site is within the SOM Redevelopment Area and is part of the *SOM Redevelopment Plan* (with proposed Amendments), which was adopted by the Board of Supervisors in December of 2005. The *SOM Redevelopment Plan* aims to alleviate physical and economic conditions of blight. The proposed project was identified as a development opportunity site in the *SOM Redevelopment Plan* and as such, would not obviously or substantially conflict with it.

The project site is located in the SOM neighborhood, which is part of the San Francisco Eastern Neighborhoods. The City is presently considering a variety of zoning options for the Eastern Neighborhoods, ranging from Zoning Option A, which would preserve the greatest amount of existing industrially zoned land, to Option C, which would preserve the least amount of industrial land and create more mixed use and housing zones in the Eastern Neighborhoods. In the mean time, on February 12, 2004, the Planning Commission adopted Resolution No.16727, which established policies and procedures for development proposals in sections of SOM, Mission and Showplace Square, which are areas within the Eastern Neighborhoods. The project site is within the SOM area and is designated for Housing/Mixed Use where the maximum housing density permitted under the current zoning is encouraged in new residential projects; design guidelines are established for mixed residential/retail projects; PDR in light and medium categories are permitted; heights are limited to 40 feet on streets less than 40 feet in width; and parking should not exceed one parking space per residential unit.

The *San Francisco General Plan* provides general policies and objectives to guide land use decisions. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in Section B, Evaluation of Environmental Effects. The compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *City Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use and Land Use Planning); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use and Land Use Planning); (6) maximization of earthquake preparedness (Questions 13 a-d, Geology and Soils); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and c, Recreation). Prior to issuing a permit for any project which

requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

The proposed project would require approvals from the City Planning Department, the Department of Building and Inspection (DBI) and the Department of Public Works (DPW). Any curb or road modifications would require approval by the Department of Parking and Traffic.

B. EVALUATION OF ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist that have been checked "Less Than Significant Impact", "No Impact" or "Not Applicable" indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that issue. A discussion is included for most issues checked "Less Than Significant Impact", "No Impact" or "Not Applicable". For all of the items without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	☐	☐	☒	☐	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐
c) Have a substantial impact upon the existing character of the vicinity?	☒	☐	☐	☐	☐

The proposed project involves the construction of two buildings that would total approximately 98,000 square feet. The 50-foot Seventh Street Building would contain an approximately 19,500-square-foot out-patient SMHC on the ground and second floors and 30 dwelling units on the third, fourth and fifth floors. The 40-foot Moss Street Building would contain 19 dwelling units. The proposed project would also include a subsurface parking lot under the entire parcel that would accommodate about 45 parking spaces. As discussed above, the project site is located in a mixed use area that has light industrial, commercial, retail and residential uses interspersed throughout. Within the project site vicinity, Seventh Street land uses include light industrial, commercial and retail uses as well as multi-family residential buildings. Moss Street is primarily occupied by residential two- to six-unit buildings that vary in height generally from two to four stories. Residential uses border the eastern part of the site (fronting Moss Street) on the north and south. The western part of the site (fronting Seventh Street) is bordered by a three-story Ramada Limited Hotel on the south and a two-story commercial building on the north. Across from the project site, on the west side of Seventh Street, are a number of commercial and light industrial uses, a family chiropractic clinic, and a five-story multi-unit residential building.

Land use impacts are considered to be significant if the proposed project would divide an established community, or have a substantial impact upon the existing character of the vicinity. The proposed project would be located mid-block and would replace two existing buildings and a parking lot. The proposed project would be incorporated within the established street plan and would not create an impediment to the passage of persons or vehicles. The proposed project would not introduce new or incompatible land uses to the area. The SMHC already exists approximately 3 blocks northeast of the project site at 511 Minna Street and would be simply expanded and relocated to the project site. The residential component of the proposed project would be consistent with the area's existing residential uses, which range from two-story single-family homes to five-story multi-family buildings. Furthermore, the bulk and intensity of the proposed buildings would be similar to other buildings in the project vicinity. Since the proposed project would not divide an established community or substantially affect the existing character of the area, it would result in a less-than-significant land use impact.

Land use impacts are also considered to be significant if the proposed project would conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Environmental plans and policies are those, like the Bay Area Air Quality Management Plan, which directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The proposed project is within the SOM Redevelopment Area and is part of the *SOM Redevelopment Plan*, which aims to alleviate physical and economic conditions of blight. The SOM Redevelopment Area, generally bound by Stevenson, Mission and Natoma Streets on the north, Fifth Street on the east, Harrison Street on the south and Seventh Street on the west, contains 423 parcels, of which 382 are improved with buildings. The remaining 41 parcels function as parking lots, storage lots, or are vacant. According to results of a 2002 field

survey, more than 50 percent of the land use in the SOM Redevelopment Area is residential. Approximately 38 percent of the land use is commercial, including land uses such as tourist hotels and motels, offices and retail stores. The remaining land uses, approximately 9 percent, comprise all other land use categories: parking lots, public/institutional, industrial, warehouse and vacant lots.[3] The *SOM Redevelopment Plan* includes construction of 834 new residential units, 114,618 square feet of commercial use and 91,375 square feet of industrial use. The proposed project was identified as a development opportunity site in the *SOM Redevelopment Plan* and would be part of the 834 new residential units anticipated under the plan. The land use impacts of the *SOM Redevelopment Plan* were analyzed in the *SOM Redevelopment Plan Amendment Final Supplement to a Final Environmental Impact Report* (SOM SEIR), which concluded that the *SOM Redevelopment Plan* would not have a significant adverse effect on land use character or compatibility.[4] Therefore, the proposed project, in combination with other projects planned for the SOM Redevelopment Area, would not result in a significant cumulative land use impact.

The proposed project is located on a project site that is zoned SLR and RED where the proposed residential and institutional uses are permitted. The SLR zoning district allows PDR uses. While the project site is not currently occupied by PDR uses, the conversion of the site to residential and institutional uses could contribute to a loss of land zoned for PDR uses. In the context of other development in the Eastern Neighborhoods, the proposed project's contribution to loss of land zoned for PDR use may be cumulatively considerable. Accordingly, the proposed project's cumulative land use impact will be analyzed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	☐	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☐

[3] San Francisco Planning Department, *South of Market Redevelopment Plan Amendment Final Supplement to a Final Environmental Impact Report*, Planning Department Case No. 94.670E, certified January 12, 2004, p. 15. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

[4] San Francisco Planning Department, *South of Market Redevelopment Plan Amendment Final Supplement to a Final Environmental Impact Report*, Planning Department Case No. 94.670E, certified January 12, 2004, p. 16. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	☐	☐	☒	☐	☐

Design and aesthetics are by definition subjective, and open to interpretation by decision makers and members of the public. A proposed project would, therefore, be considered to have a significant adverse effect on visual quality only if it would cause a substantial and demonstrable negative change. The proposed project would not cause such a change.

The project site fronts a major arterial street (Seventh Street) and a collector street (Moss Street). Currently, two approximately 18-foot high commercial buildings and a surface parking lot occupy the project site (see Figure 7 on page 16). Views of the project site are limited to occupants of buildings and drivers, pedestrians, bicyclists and MUNI riders along Seventh and Moss Streets. Building heights in the project vicinity range from one to five stories. Buildings on the east side of Seventh Street range in height from two to four stories with an approximate height range of 20 to 50 feet. Buildings on the west side of Seventh Street (across the street from the project site) include two-story commercial and light industrial establishments as well as a five-story residential building. Buildings on Moss Street also range in height from two to four stories. Similarly, other buildings in the project site vicinity also range in height from approximately 20 to 50 feet. The proposed project would result in two new buildings: the five-story, approximately 50-foot-tall Seventh Street Building and the four-story, approximately 40-foot-tall Moss Street Buildings. The two new buildings would be comparable in height to other buildings in the project site area. Additionally, the proposed buildings would be built out to the sidewalk on Seventh and Moss Streets, creating a continuous streetwall with the existing buildings on both streets. Given that the proposed project would: (1) replace an existing surface parking lot with modern buildings that would include street landscaping; (2) be comparable in height and bulk with other buildings in the project vicinity; and (3) create a continuous streetwall along Seventh and Moss Streets, it would not substantially degrade the existing visual character or quality of the site and its surroundings.

SURFACE PARKING LOT (MOSS STREET IN THE BACKGROUND)

FIGURE 7
VIEWS OF THE PROJECT SITE (2004)

As mentioned above, views of the project site are limited to occupants of buildings and drivers, pedestrians, bicyclists and MUNI riders along Seventh and Moss Streets. The following public open spaces are located within the project site vicinity: the Howard/Langton Mini Park located on the southwest corner of Langton and Howard Streets; the South of Market Recreation Center (SOMA Eugene Friend Recreation Center) located on Folsom, Harriet and Sixth Streets; and the Victoria Manalo Draves Pak (on the grounds of the Bessie Carmichael School) located on the northeast corner of Harrison and Seventh Streets. The project site is blocked from view from these public open spaces by existing surrounding development. The project site would be indistinguishable in long-range views of the site from other public spaces and would tend to blend into the densely built urban fabric of the area. Therefore, the proposed project would not have a substantial adverse effect on any scenic view or vista from public open spaces. Additionally, the proposed project would not damage scenic resources or other features that contribute to a scenic public setting because there are no such resources in the vicinity of the project site.

The proposed project could be visible from some residential buildings within the project site vicinity. From these private residences, the proposed project would change the view of the project site and could block views of a portion of the sky or other buildings. Although some reduced private views would be an unavoidable consequence of the proposed project and would be an undesirable change for those individuals affected, the change in views would not exceed that commonly expected in an urban setting.

Brightly lit storefronts, signs and street lighting all contribute to existing nighttime lighting conditions in the project vicinity. Nighttime lighting at the project site would change from lighting emanating from the existing buildings and parking lot to nighttime lighting from SMHC, lobby entrances and the residential units. The nighttime lighting generated by the proposed project would not be substantially different from the existing nighttime lighting in the project vicinity. Furthermore, the proposed project would comply with the City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective grass. Mirrored glass would not be used, and no other aspects of the buildings would result in light or glare that would significantly impact other people or properties. As a result, the proposed project would result in a less-than-significant impact.

In view of the above, the proposed project would not have a significant impact on aesthetics.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

A commercial building and a surface parking lot business currently occupy the project site. Implementation of the proposed project would displace a total of about 4 people employed at these businesses.[5] It is anticipated that the expansion of the SMHC would increase the net SMHC employment by 13 jobs.[6,7] The residential component is anticipated to employ approximately 5 full time employees (FTE).[8] Therefore, it is expected that the proposed project would result in a net gain of 14 jobs. Based on the average household density factor of 1.7 persons per unit for Census Tract 178, the proposed 49 dwelling units would house about 83 people.[9] The increase in the number of employees and residents on the project site would not substantially increase the area-wide population, and the resulting density would not exceed levels that are common and accepted in high-density urban areas such as San Francisco. Since the proposed project would not induce substantial growth or concentration of population, it would result in a less-than-significant population impact. Furthermore, the net increase in employees would not substantially increase the existing demand for housing in the project vicinity. Therefore, the proposed project would not necessitate the construction of housing. Currently, there are no residential units on the site. The proposed project would thus, not displace any housing units or necessitate the construction of housing units elsewhere. Therefore, the proposed project would not result in a significant impact.

In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in the Regional Housing Needs Determination 1999-2006 allocation. The projected need of the City through 2006 is 20,327 dwelling units, or an average yearly need of 2,716 net new dwelling units. The proposed project would add up to 49 dwelling units to the City's housing stock toward meeting this need. The proposed project would thus help address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing.

---

5 Gonzalo Castro, project sponsor representative, communication with Viktoriya Mass, Environmental Planner, Planning Department, September 14, 2005.

6 Marilyn Griffin, Director of Planning and Development, SMHC, communication with Viktoriya Mass, Environmental Planner, Planning Department, November 2, 2005.

7 In November 2004, the SMHC had a total of 43 employees. It is anticipated that upon completion of the proposed project, the SMHC would employ 56 people. Therefore, the net change in employment would be 13 new jobs.

8 Rosalba Navarro, Housing Developer, Mercy Housing, communication with Viktoriya Mass, Environmental Planner, Planning Department, November 16, 2005.

9 U.S. Census Bureau, Census 2000 Summary File 1, Census Tract 178, San Francisco County, Data Table P17.

As discussed above, the proposed project is within the SOM Redevelopment Area and is part of the *SOM Redevelopment Plan*, which anticipates a population increase of 1,668 people in the SOM area by 2020.[10] The proposed project was identified as a development opportunity site in the *SOM Redevelopment Plan* and the additional 83 people would be part of the population increase anticipated under the plan. The population impacts of the *SOM Redevelopment Plan* were analyzed in the SOM SEIR, which concluded that the population growth resulting from the *SOM Redevelopment Plan* would be within the population growth increase projected by ABAG and would likely represent population growth that would have occurred elsewhere in the City. As such, the proposed project's contribution to population, in combination with other projects planned for the SOM Redevelopment Area, would not result in a significant cumulative population impact.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
4. CULTURAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*?	☒	☐	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	☐

Architectural Resources Impacts

The existing site includes a one-story, approximately 18-foot high commercial building totaling about 2,000 square feet (227 Seventh Street) and a one-story, approximately 18-foot high building totaling about 960 square feet (229 Seventh Street). Both buildings are located in the northwest corner of the project site and front Seventh Street. These buildings are not listed in the National Register of Historic Places, Article 10 of the *Planning Code* (which concerns sites such as designated City Landmarks and buildings within Historic District), or Article 11 of the *Planning Code* (which involves rating buildings for their architectural significance). Both buildings, 227 Seventh Street and 229 Seventh Street, were identified as rated buildings within the South of Market Area Plan. However, upon further investigation in connection with the proposed

[10] San Francisco Planning Department, *South of Market Redevelopment Plan Amendment Final Supplement to a Final Environmental Impact Report*, Planning Department Case No. 94.670E, certified January 12, 2004, p. 24. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

project, this information appears to be in error. Accordingly, Planning Department staff has determined that these two buildings have not been identified as part of any existing surveys.[11] The following discussion provides more detail on each of the above-discussed buildings.

227 Seventh Street. A Historic Resource Evaluation (HRE) Response prepared by the Planning Department determined that the building at 227 Seventh Street (see Figure 8 on page 21) is a historic resource.[12] The HRE Response states that, "the subject property displays a high level of historic and architectural integrity. It retains the [sic] almost all of its original historic exterior features." With its Classical details, fluted pilasters, and multi-paned industrial windows, 227 Seventh Street is a fine example of small-scale light industrial and commercial buildings constructed in the early 1900s – 1920s, being focused more on economy and function rather than ornament. The HRE Response also determined that the building at 227 Seventh Street might contribute to a potential historic district or a significant context. While the exact boundaries of the potential historic district are yet to be determined, 227 Seventh Street lies within an area that includes a high concentration of early 20th - century industrial and residential structures that possess the historic and architectural characteristics eligible for the California Register of Historic Resources (CRHR). In proximity to the subject property there are approximately 20 buildings constructed during the same period and identified on the 1976 Architectural Survey. In summary, the subject property and the surrounding area display a high level of architectural integrity and visible continuity and are potential resources in association with the history of industry and development in the SOM area.

CEQA Statutes, Section 21084.1 provides that any project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment. Section 15064.5(b) of the *CEQA Guidelines* defines "substantial adverse change" as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired. The proposed project would result in the demolition of 227 Seventh Street, a historic resource. Therefore, the proposed project would result in a significant effect on the environment. Furthermore, the demolition of the 227 Seventh Street building would have a significant adverse effect on the surrounding context and would result in the loss of a contributing structure to a potential historic district. Additionally, the new Seventh Street and Moss Street buildings could have a significant impact on the potential historic district. Since the proposed project may have a significant effect on the environment, an EIR is required. The proposed project's impacts on historic resources will be analyzed in the EIR.

---

11 Tim Frye, San Francisco Planning Department Preservation Technical Specialist, *227 Seventh Street Memorandum: Historic Resource Evaluation Response*, July 11, 2006 and *229 Seventh Street Memorandum: Historic Resource Evaluation Response,* June 28, 2006. A copy of these documents is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

12 Tim Frye, San Francisco Planning Department Preservation Technical Specialist, *227 Seventh Street Memorandum: Historic Resource Evaluation Response*, July 11, 2006. A copy of this document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

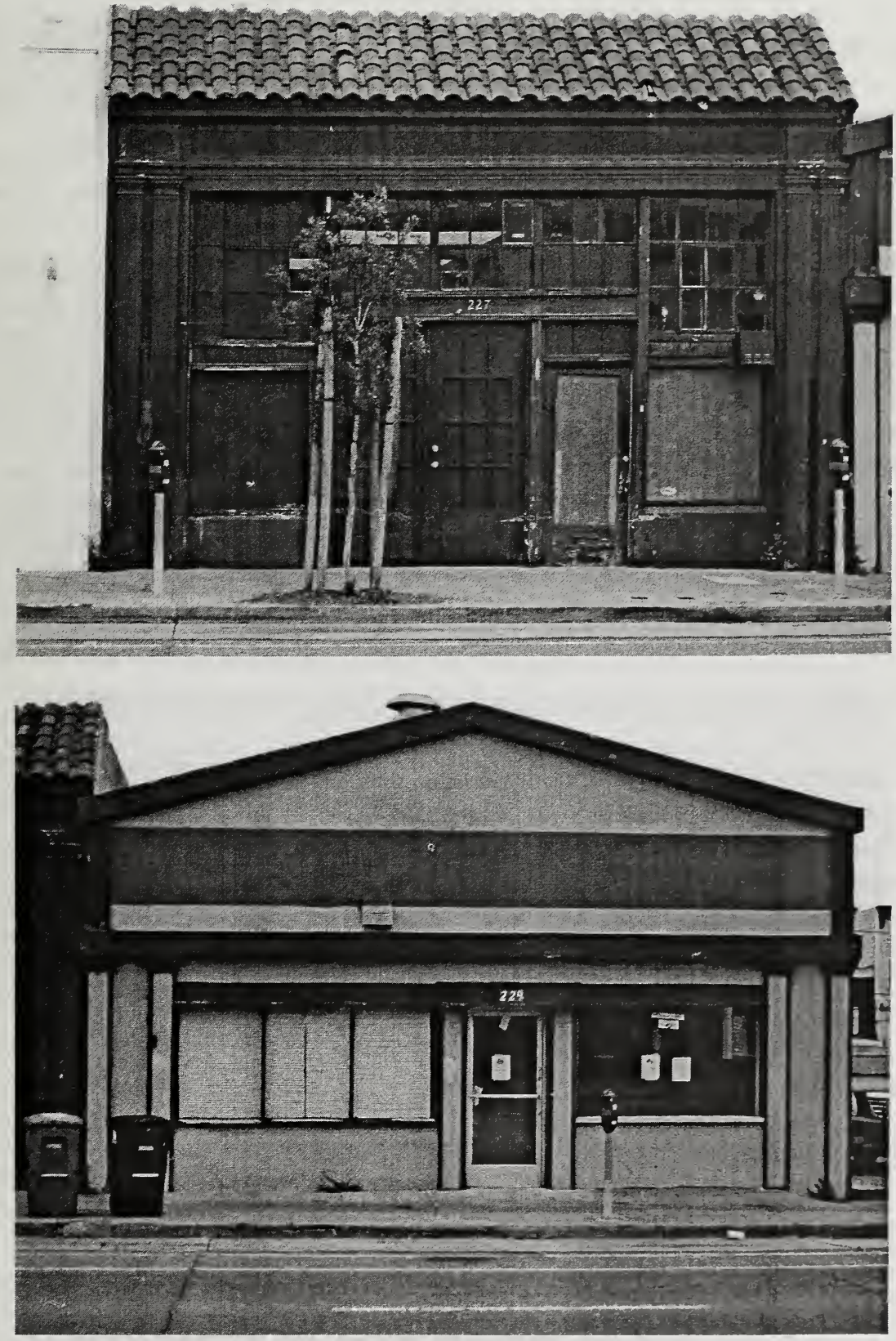


FIGURE 8
227 AND 229 SEVENTH STREET BUILDINGS (2006)

229 Seventh Street. A HRE Response prepared by the Planning Department determined that the building at 229 Seventh Street (see Figure 8 on page 21) is not a historic resource.[13] The HRE Response indicates that 229 Seventh Street does not meet any of CRHR criteria (i.e., event, person, or architecture). Since 229 Seventh Street is not a historic resource, its demolition would not result in a significant impact.

Archaeological Resources Impacts

The project site is underlain by artificial deposits and Holocene period beach deposits that extend to depths ranging from 15 feet to 25 feet below the ground surface (bgs). Below these sediments are deep deposits of Young Bay Mud extending to depths greater than 90 feet bgs. Paleontological resources occur either within rock formations or in subsurface sediments of water bodies (such as Young Bay Mud). Soils disturbing, moving, or modification activities resulting from the proposed project is expected to be only within non-fossiliferous sediments, thus, the project would not affect unique paleontological resources.

An archaeological research design and treatment plan (ARD/TP) was prepared for the proposed project in March of 2006.[14] The information presented below is based on that report. The ARD/TP for the proposed project addresses the prehistoric, historic, and natural formation contexts of the project site; the potential for archaeological resources to be present; the significant research themes related to the prehistoric and historic context of the project; the evaluation of identified expected archaeological resources for eligibility for listing in the CRHR; and the treatment of discovered prehistoric and historic archaeological resources.

Prehistoric Period. The project site was located within a tidal marsh area in close proximity to Mission Creek on the 1852 Coast Survey Map. Before massive topographic modification by San Francisco's more recent inhabitants occurred during the 19th and 20th centuries, natural shape-shifting of the marsh shoreline, as well as the nearby sand dunes, was continuous. Less recently, dramatic changes in the natural shape and location of the shoreline and tidal marsh areas took place throughout the prehistoric period, spurred in part by a rise in sea levels that began approximately 12,000 years ago and has since been intermittently dramatic and gradual. Thus, the project site may have been on or closer to dry land at points in time during the prehistoric period. Therefore, early, deeply buried prehistoric deposits may be present within the project site. The ARD/TP states that ethnographic documentation suggests that the Costanoan (Ohlone) village of *Chutchui* may have been within the project site vicinity.

The above information evidences a possibility that prehistoric remains would be found beneath the project site; however, the strongest case for archaeological testing rests on the large number of prehistoric sites found within a half-mile radius of the project site. Any prehistoric archaeological resources that might be present

---

13 Tim Frye, San Francisco Planning Department Preservation Technical Specialist, *229 Seventh Street Memorandum: Historic Resource Evaluation Response*, June 28, 2006. A copy of this document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

14 Archeo-Tec, *Archaeological Research Design & Treatment Plan for the Westbrook Plaza Project*, City and County of San Francisco, CA, March 2006. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

within the project site would be scientifically informative and thus, eligible for listing in the CRHR under Criterion D. Therefore, any prehistoric archaeological resources within the project site would be historical resources under CEQA.

Historic Period. Since the project site was situated on a mud flat until the late 1850s, much of the population explosion and building boom and other economic and societal milestones of the Gold Rush Period did little to directly affect the project site and its immediate vicinity until, due to the high value of real estate and the growing population, the marshy area that encompassed the project site was filled in. No early Gold Rush resources are expected to exist within the boundaries of the project site. However, the later Gold Rush Period, considered to fall between 1853 and 1859, may reveal cultural resources associated with structures on the 1857 Coast Survey Map. Based on filling and grading data, it appears that the earliest historical period living surface is a fill layer deposited in the 1950s. Sand from the grading of nearby sand hills likely accounted for most of the 1850s fill layer. Trash and debris was also used as fill, both in dumping episodes by individuals and by municipal filling who dumped, for example, rubble from fires. However, since most filling episodes appear to have taken place before the later 19th Century development took place, and there does not appear to have been extensive topographic modification after the earthquake of 1906, any deposits from the later 19th Century land use would likely occur within the first ten to thirteen feet below street level. Such deposits, if recovered, have the potential to be eligible for the CRHR under Criterion D. Therefore, any historic archaeological resources within the project site would be potential historic resources under CEQA.

To accommodate the below-grade parking garage and foundation for the proposed project, excavation of 12 to 14 feet bgs would be required.[15] It is not known whether significant archaeological resources exist at the project site; however, potentially significant subsurface cultural resources from the prehistoric period and the later 19th century historic period may exist at one or more locations within the confines of the project area. Excavation activities could directly or indirectly destroy or cause a substantial adverse change in the significance of unique prehistoric and historic archaeological resources. Thus, the proposed project could result in potentially significant impacts on archaeological resources. The project sponsor would implement Mitigation Measure 1 – Archaeological Resources, page 59, to reduce any potentially significant disturbances, damage, or loss of archaeological resources to a less-than-significant level.

[15] The proposed project would require a mat foundation with grouting. This type of foundation would impact soils an additional 1.5 to 6 feet below the mat, totaling approximately 14 to 20 feet of impact below the ground surface.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
5. TRANSPORTATION AND CIRCULATION—Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	☐	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	☐	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒	☐
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	☐	☐	☒	☐	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	☐	☐	☒	☐	☐

The proposed project is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, significance criterion 5c would not apply to the proposed project.

Trip Generation

Residential Trip Generation. Based on the trip generation rates for affordable residential uses from the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, the residential component of the proposed project would be expected to generate about 455 daily person-trips spread among the various modes of transportation (private automobile, public transit, walking, or other modes such as bicycling) with 79 daily-person trips being generated during the PM peak hour. These 79 PM peak-

hour daily person-trips would be distributed among various modes of transportation, including about 24 automobile person-trips, 21 transit trips, 29 walking trips and five (5) trips by other means. Table 2 summarizes the above information and shows the estimated daily and PM peak hour trips for the residential and the SMHC components of the proposed project. Based on the mode split and average automobile occupancy for the residential component of the proposed project, there would be 128 daily vehicular trips of which 22 would be during the PM peak hour.

SMHC Trip Generation. The trip generation rates for the proposed SMHC were generated based on the transportation data for the existing SMHC at 551 Minna Street. In 2004, the 8,100-square-foot SMHC provided services for 4,810 patients, which generated a total of 19,281 visits (15,873 medical visits, 2,431 dental visits and 977 ancillary visits). That same year, SMHC employed 37 full time employees.[16] The SMHC is open six days a week (Monday – Thursday 8:00 am to 5:00 pm and Friday – Saturday 8:00 am to 3:30 pm), 302 days a year. Based on the above information, it can be estimated that in 2004, on average, the SMHC had 64 visits per day.[17] In response to inquiries regarding the transportation impacts of the proposed Westbrook Plaza development, in April and March of 2004, the SMHC conduced a survey to determine the current and projected transportation needs. The results of the survey are reported in *The SMHC Transportation and Trend Data Survey,* November 2005. *The SMHC Transportation and Trend Data Survey* was administered to 60 patients and 20 employees over a period that represented a typical usage period based on patient scheduling, utilization and patient characteristics. The *SMHC Transportation and Trend Data Survey* found that of all the patients queried, 50 percent walked, 33 percent took transit, and 13 percent drove to the SMHC. Four percent of the queried patients did not respond to the question regarding mode of transportation. Since it is unknown what mode of transportation these patients used to get to the SMHC, a conservative approach to the analysis would be to assume that these patients also drove to the SMHC. Thus, approximately 17 percent of patients used an automobile to get to the SMHC. *The SMHC Transportation and Trend Data Survey* found that of all the employees queried, 5 percent walked, 35 percent took transit and 60 percent drove to the SMHC. The following analysis is based on the above information.

Patient Trip Generation. The *SMHC Transportation and Trend Data Survey* anticipates that in 2008, the SMHC would have a total of 27,910 visits (22,676 medical visits, 3,647 dental visits and 1,587 ancillary visits). Based on a six-day work week, the SMHC would be expected to have an average of 92 visits per day and therefore, generate 92 daily person-trips spread among the various modes of transportation.[18] Applying the mode split identified in the *SMHC Transportation and Trend Data Survey*, of the 92 daily person-trips, about 16 would be automobile person-trips, 30 would be transit daily person-trips, and 46 would be walking daily person-trips.[19] Assuming that 8.4 percent of the daily person-trips occur during the PM peak hour, the SMHC

---

16 South Of Market Health Center, *The SMHC Transportation and Trend Data,* November 2005. This document is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

17 19,281 visits per year / 302 days per year = 63.84 visits per day.

18 27,910 visits / 302 days per year = 92.42 visits per day.

19 92 x 0.17 = 15.64; 92 x 0.33 = 30.36; and 92 x 0.50 = 46.00.

patients would generate about eight (8) PM peak hour person trips (see Table 2).[20] Applying the mode split identified above, the SMHC would generate one (1) automobile PM peak hour person-trip, three (3) transit PM peak hour trips, and four (4) walking PM peak hour daily trips.[21] Assuming that all the vehicles are single occupancy, the SMHC would generate about one (1) PM peak hour automobile trip.

TABLE 2 - MODE SPLIT AND DAILY/PM PEAK HOUR PERSON-TRIPS

Mode	Residential			South of Market Health Center					
				Patients			Employees		
	Percent	Daily Person-Trips	PM Peak-Hour Person-Trips	Percent	Daily Person-Trips	PM Peak-Hour Person-Trips	Percent	Daily Person-Trips	PM Peak-Hour Person-Trips
Auto	31	139	24	17	16	1	60	34	3
Transit	26	121	21	33	30	3	35	20	2
Walk	37	168	29	50	46	4	5	3	0
Other	6	27	5	-	-	-	-	-	-
PM Peak-Hour of Daily Trips	17.3	-	-	8.4	-	-	8.5	-	-
TOTAL	**-**	**455**	**79**	**-**	**92**	**8**	**-**	**56**	**5**

Source: South of Market Health Center, *SMHC Transportation and Trend Data*, November 2005; San Francisco Planning Department, November 2005.
Note: Columns may not add-up exactly due to rounding.

Employee Trip Generation. The number of SMHC jobs is based on the staffing configuration required to provide a prescribed group of services to a defined user group of clients. As described in the Population Section, the SMHC is anticipated to provide 56 FTE jobs upon completion of the project. Therefore, the SMHC would be expected to generate 56 daily person-trips spread among the various modes of transportation. Applying the mode split identified in the *SMHC Transportation and Trend Data Survey*, of the 56 daily person-trips, about 34 would be automobile person-trips, 20 would be transit daily person-trips and three (3) would be walking daily trips.[22] Assuming that 8.5 percent of the daily person-trips occur during the PM peak hour, the SMHC would generate about five (5) PM peak hour person trips.[23] Applying the mode split for SMHC employees identified in the *SMHC Transportation and Trend Data Survey*, the SMHC would generate three (3) automobile PM peak hour person-trips and two (2) transit PM peak hour trips. The U.S. Census Bureau reports that in Census Tract 178, where the proposed project would be located, there is an average of 1.09 workers per car, truck or van. Based on this average automobile occupancy, the SMHC would generate 31 daily vehicular trips of which three (3) would be during the PM peak hour.

Total Trip Generation. As shown in Table 3, the proposed project would be expected to generate: 175 daily vehicle trips of which 26 would be during the PM peak hour; 171 daily transit tips of which 26 would be

20 The assumption of 8.4 percent is based on San Francisco Kaiser Geary Campus Project Transportation Study, prepared by CHS Consulting in June 1996.

21 8 x 0.17 = 1.36; 8 x 0.33 = 2.64; and 8 x 0.50 = 4.00.

22 56 x 0.60 = 33.60; 56 x 0.35 = 19.60; and 56 x 0.05 = 2.80.

23 The assumption of 8.5 percent is based on the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002), for office uses.

during the PM peak hour; 217 daily walking trips of which 33 would be during the PM peak hour; and 27 other daily trips of which five (5) would be during the PM peak hour.

TABLE 3 – TOTAL DAILY AND PM PEAK HOUR TRIPS

	Residential		South of Market Health Center				Total	
			Patients		Employees			
	Daily	PM Peak Hour	Daily	PM Peak Hour	Daily	PM Peak Hour	Daily	PM Peak Hour
Vehicle	128	22	16	1	31	3	175	26
Transit	121	21	30	3	20	2	171	26
Walk	168	29	46	4	3	0	217	33
Other	27	5	-	-	-	-	27	5

Source: South of Market Health Center, *SMHC Transportation and Trend Data*, November 2005; San Francisco Planning Department, November 2005.

Traffic Impacts

The project site is located at 255 Seventh Street between Howard and Folsom Streets. Within the project site vicinity, Seventh Street is a one-way Major Arterial with four travel lanes in the northbound direction.[24] On-street parking is generally provided along both sides of the street with a bicycle lane, and metered parking is provided adjacent to the project site. Seventh Street is part of the #23 bike lane.[25] Howard Street is a one-way arterial with four travel lanes in the westbound direction and a bicycle lane. The *San Francisco General Plan* identifies Howard Street as a Major Arterial in the Congestion Management Program (CMP) Network. Howard Street is part of the #30 bike lane. Within the project site vicinity, Folsom Street is a one-way arterial with four travel lanes and a bicycle lane in the eastbound direction. The *San Francisco General Plan* identifies Folsom Street as a Major Arterial in the CMP Network and it is also part of the #30 bike lane. Moss Street is a one-way street with one lane in the southbound direction. Parking is permitted on the west side of the street only.

As discussed above, the proposed project would generate about 175 daily vehicle trips of which 26 would be during the PM peak hour (see Table 3). The number of vehicles that would be added to the PM peak hour by the proposed project is too low to have a perceptible effect on traffic flows on the street network serving the project area, particularly given the relatively high volume of traffic on Seventh, Howard, and Folsom Streets. The average driver would not discern a change in the level of delay or congestion they currently experience. Traffic impacts associated with the proposed project during the PM peak hour would not be a large enough increase to affect a significant increase relative to the existing capacity of the surrounding street system. Accordingly, the proposed project would result in a less-than-significant traffic impact.

[24] It should be noted that in the South of Market area, streets that run in the northwest/southeast direction are generally considered north-south streets, whereas streets that run in the southwest/northeast direction are generally considered east-west streets.

[25] Department of Parking and Traffic, Map 5: Bicycle Route Network, accessed at http://www.sfgov.org/site/dpt_page.asp?id=13632, November 9, 2005.

The proposed project is within the SOM Redevelopment Area and is part of the *SOM Redevelopment Plan.* As mentioned above, the impacts of the *SOM Redevelopment Plan* were analyzed in the SOM SEIR. The SOM SEIR determined that the *SOM Redevelopment Plan* would result in a significant and unavoidable traffic impacts because it would add a considerable contribution to an adverse cumulative effect at the intersection of Fifth Street/Mission Street. The proposed project's contribution to this significant cumulative impact would be less than cumulatively significant given the low number of PM peak hour trips that it would add to the surrounding network. Therefore, the proposed project would result in a less-than-significant cumulative traffic impact.

Transit Impacts

The project site is well served by public transit, with both local and regional service provided nearby. Local service is provided by the San Francisco Municipal Railway (MUNI) bus and light rail lines. Regional service is provided by BART, AC Transit, Golden Gate Transit, Caltrain and SamTrans. There are six MUNI lines (12-Folsom/Pacific, 14 and 14(L)(X)-Mission (Limited)(Express), 19-Polk, 26-Valencia, 27-Bryant and 47-Van Ness) within an approximately 2-block radius of the project site.

The proposed project would generate about 171 daily transit trips, of which 26 would be during the PM peak hour. The transit trips would be distributed among the public transit lines providing service to the vicinity of the project site. Of the total 26 PM peak hour transit trips, some would be inbound to the project site and some would be outbound away from the project site. During the weekday PM peak hour, due to the primarily residential use of the proposed project, the majority of the transit trips would be anticipated to be inbound to the site. Inbound trips to the project site and outbound trips away from the project site are not necessarily the same as inbound/outbound trips as defined for MUNI lines. Generally, for MUNI and regional transit lines the predominant flow of travel in the weekday PM peak hour is away from downtown (outbound). Overall, MUNI and other regional transit providers currently operate below their level of service standard and have available capacity to accommodate additional passengers. Additional transit riders generated by the proposed project would increase capacity utilization but not exceed capacity utilization standards established by MUNI. Therefore, the addition of 26 PM peak hour transit trips to the transit system would not have a substantial or noticeable impact upon transit services in the project area or affect transit operations. Additionally, the proposed project would have a minimal contribution to the 2020 cumulative transit ridership and therefore, would not contribute significantly to the 2020 cumulative transit conditions.

Parking Impacts

Pursuant to *Planning Code* Section 151, the proposed project would be required to provide 49 off-street parking spaces for the residential use and approximately 64 parking spaces for the SMHC, for a total of about 113 off-street parking spaces. The proposed project would provide 45 off-street parking spaces (24 spaces for

residential use and 21 spaces for the SMHC use), or about 68 spaces shy of the requirement.[26] Accordingly, the proposed project would require a parking variance.

Based on the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review,* the residential component of the proposed project would create a parking demand of about 39 spaces. Given that the proposed project would provide 24 spaces for the residential use, it would have an unmet parking demand of 15 daily spaces. The SMHC is anticipated to create a parking demand of about 24 spaces. Given that the proposed project would provide 21 spaces for the SMHC use, it would have an unmet parking demand of about three (3) spaces. Thus, the proposed project would have a total unmet parking demand of 18 spaces.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (*CEQA Guidelines* § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As discussed above, the project area is well served by public transit, which provides an alternative to auto travel.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the

[26] In June of 2006, the Board of Supervisors passed an Ordinance (Ordinance No. 129-06) amending *Planning Code* Section 166. The amended Section 166 would require that residential projects of 50 dwelling units or more provide Car Share parking spaces. The proposed project would result in 49 dwelling units and therefore, would not be subject to this requirement.

traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

Loading Impacts

The *Planning Code* Section 152.1 does not require off-street loading spaces for residential and institutional uses of less than 100,000 gross square feet. The proposed project, which would total approximately 98,000 square feet, would not be required to provide off-street loading spaces, and none are proposed. Moreover, based on the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, the proposed project would not create any substantial loading demand. The nature of SMHC services would not necessitate regular deliveries in large trucks, rather the SMHC may require periodic deliveries of disposable office medical supplies.[27] Pick-up of bio-hazardous waste is generally expected to occur about once a month. Currently, small to medium size pick-up trucks or vans pick up the bio-hazardous waste. Vehicles delivering or picking up items from the SMHC would most likely park on Seventh Street, which has on-street metered parking, or in the SMHC designated spaces in the parking garage. During two mid-day site visits, Planning Department staff observed a number of unoccupied on-street metered parking spaces adjacent to the project site, indicating that sufficient parking exists for delivery vehicles. Residential move-in and move-out activities are anticipated to occur along Seventh and Moss Streets. It is anticipated that during move-in and move-out activities, the curb parking on Seventh Street adjacent to the project site and on Moss Street across from the project site would be reserved through the local station of the San Francisco Police Department. The proposed project would also require regularly scheduled trash pick-up. Trash and recycling materials would be carted to the curb by building maintenance staff or the sanitation company would collect the materials from the trash storage area located in the southwest and southeast corners of the Seventh Street and Moss Street buildings, respectively. The above discussion indicates that loading activities would not interfere with existing transportation system, cause substantial alteration to circulation patterns or major traffic hazards.

Pedestrian and Bicycle Conditions

Access to the dwelling units, the SMHC and the pharmacy would be provided through three separate entry/exit points along Seventh Street. The proposed project would also provide access to the dwelling units from Moss Street via the Moss Street Building. Pedestrian flows would be expected to increase on Seventh and Moss Streets with the proposed project. However, the increase in pedestrian traffic would be relatively small and would be accommodated on the local sidewalks.

The recently amended (Board of Supervisors Ordinance No. 129-06) *Planning Code* Section 155.5 would require that residential projects of 50 dwelling units or less provide one bicycle space for every two dwelling units. The proposed project would be required to provide 25 bicycle parking spaces. The proposed project would provide a bicycle storage room in the parking garage that would accommodate 25 bicycle parking spaces.

---

[27] Marilyn Griffin, Director of Planning and Development, SMHC, communication with Viktoriya Mass, Environmental Planner, Planning Department, November 2, 2005.

As noted above, there are several bicycle routes nearby to the project site, including along Seventh Street. Although the proposed project would increase the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area. The proposed project would eliminate the existing driveway to the surface parking lot on Seventh Street; however it would also add a driveway leading to the parking garage on Seventh Street. It is not anticipated that vehicles entering and exiting the parking garage would conflict with bicycle travel on Seventh Street

In conclusion, the proposed project would not substantially increase pedestrian and bicycle hazards and therefore, would result in a less-than-significant impact.

Construction Impacts

The project sponsor provided information on the construction of the proposed project. It is anticipated that construction would take approximately 20 months. At this time, the construction initiation date is not known. Construction related activities would typically occur Monday through Friday, between 7:30 am and 4:30 pm

It is anticipated that construction staging would occur internally on-site. All or a portion of the sidewalks along the proposed project frontages would need to be closed for a portion of the construction duration. Additionally, construction would require parking, bicycle and travel lane closure for limited periods of time in order to unload materials. All temporary traffic lane closures would be coordinated with the City in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the DPW and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT).

Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. The maximum number of truck trips, estimated at about 110 daily trips, is anticipated to occur during the excavation for the basement. During most of the construction period, however, the proposed project would just be receiving major deliveries and is anticipated to have an average of 10 trips per day. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect both traffic and transit operations.

The maximum number of construction workers at the site would be 135. Temporary parking demand from construction worker' vehicles and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles. The workers would normally park their cars on the site or use street parking. Although construction workers may have to circulate on streets in the vicinity of the project site to find available parking, the anticipated parking deficit would not substantially change the capacity of the existing street system or alter parking conditions in the area.

Emergency Access Impacts

The proposed project would be incorporated within an established street plan and would not create an impediment to the passage of persons or vehicles. Access to the proposed project would be provided from

Seventh Street as well as from Moss Street. In light of the above, the proposed project would not create an inadequate emergency access and therefore, would result in no impact.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒	☐
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☐	☐	☒	☐	☐

The project site is not located within an airport land use plan area, within two miles of a public airport or in the vicinity of a private airstrip. Therefore, criteria 6e and f are not applicable.

Operational Noise Impacts

The urban setting of the project area includes numerous potential sources of noise. Based on published scientific acoustic studies, the traffic volumes in a project area would need to approximately double to produce an increase in ambient noise levels noticeable to most people in the area. Given that the proposed development would not cause a doubling in traffic volumes, the traffic generated by the proposed project would not result in a substantial permanent increase in the ambient noise level in the project vicinity.

Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential structures. Title 24 requires that residential structures (other than detached single-family dwellings) be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. This standard is consistent with the City of San Francisco's Noise Element Policies for indoor residential use. To ensure that occupants of the proposed residential units would not be adversely affected by proximity to traffic noise, noise insulation measures would be included as part of the design for the project, as required by Title 24. The DBI would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet Title 24 standards regarding sound transmission. No building permit would be issued by DBI unless the project design is found to conform to these standards. If determined necessary by DBI to assure that the design would meet the interior noise level goal, a detailed acoustical analysis of the exterior wall architecture/structure could be required. Compliance with Title 24 of the California Code of Regulations would ensure that existing noise levels would not substantially impact project residents.

The proposed project would include mechanical equipment, such as heating and ventilation systems, that could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the *San Francisco Police Code*. This section established noise limits for fixed noise sources, such as building equipment. Compliance with Article 29, Section 2909, would minimize noise from building operations. The proposed project would comply with the San Francisco Noise Ordinance and thus, would not expose people to noise levels in excess of established local standards.

Construction Noise Impacts

Demolition, excavation, and project construction would temporarily increase noise and possibly vibration (surface and groundborne) in the project vicinity and may be considered an annoyance by occupants of nearby properties. During construction activity, which would take approximately 20 months, noise and vibration levels would be above existing levels in the project area. Construction noise and vibration would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. There would be times when noise and vibration could interfere with indoor activities in nearby residences, offices, hotels and other businesses near the project site. Construction noise and vibration would be temporary in nature and limited to the period of construction.

All construction activities would be required to comply with the San Francisco Noise Ordinance (Article 29 of the *San Francisco Police Code*). The Noise Ordinance requires that: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (measured as dBA; a unit of measure for sound where "A" denotes use of the A-weighted scale, which simulates the response to the human ear to various frequencies of sound) at a distance of 100 feet from the source; (2) impact tools must have intake and exhaust mufflers that are approved by the Director of DPW to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the property line of the site by five dBA, the work must not be conducted between 8:00 pm and 7:00 am, unless the Director of DPW authorizes a special permit for conducting the work during that period.

The increase in noise and vibration in the project area during project construction would not be considered a significant impact of the proposed project because the construction noise and vibration would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be obliged to comply with the City's Noise Ordinance.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
7. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐

The Federal Clean Air Act (CAA), as amended, and the California Clean Air Act (CCAA) legislate ambient air standards and related air quality reporting systems for regional regulatory agencies to then develop mobile and stationary source control measures to meet the standards. The Bay Area Air Quality Management District (BAAQMD) is the primary responsible regulatory agency in the Bay Area for planning, implementing and enforcing the federal and state ambient standards for criteria pollutants.[28] Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10} & $PM_{2.5}$) and lead. The San Francisco Bay Area Air Basin encompasses many counties including San Francisco, Alameda, Contra Costa, Marin, San Mateo, Napa and parts of Solano and Sonoma Counties. The San Francisco Air Basin has a history of air quality violations for ozone, carbon monoxide and particulate matter. The basin currently does not meet the State ambient air quality standards for ozone, PM_{10}, and $PM_{2.5}$. BAAQMD has

[28] State & Federal air quality standards for and the Bay Area's attainment status can be viewed on the BAAQMD website at http://www.baaqmd.gov.

adopted air quality management plans over the years to address control methods and strategies to meet air quality standards, the latest plans being the *Bay Area 2000 Clean Air Plan* and *2001 Ozone Attainment Plan.*

Operation Emissions

The BAAQMD has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size projects that the BAAQMD considers capable of producing air quality problems due to vehicular traffic. The BAAQMD considers residential projects greater than 510 apartment units, office projects greater than 280,000 gross square feet, and retail development greater than 87,000 gross square feet to result in potentially significant vehicular emission impacts. The proposed project would not exceed the above minimum standards and, therefore, no significant air quality impact due to vehicular emissions would be generated.

According to the BAAQMD, typical operational uses that may result in significant odor impacts include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing, fiberglass manufacturing, painting/coating operations, rendering plants, and coffee roasters. None of these types of uses are proposed. Therefore, creation of objectionable odors would not be an impact of the proposed project.

The determination of significant cumulative impact should be based on an evaluation of consistency of the proposed project with the local general plan and of the general plan with the current *Clean Air Plan.* The *San Francisco General Plan* includes the 1997 Air Quality Element, updated in 2000. This Element is consistent with the *2000 Clean Air Plan.* The proposed project would be generally consistent with the *General Plan.* As such, the operational characteristics of the proposed project would not result in cumulatively considerable increase in regional air pollutants.

Construction Emissions

During construction, air quality could potentially be affected for short periods. The demolition of the existing structures, and the movement of soils to excavate the foundation and grade the project site, while minimal, would create fugitive dust and emit criteria pollutants as a result of diesel fuel combustion. The criteria pollutants or precursors to criteria pollutants are: nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO_2), hydrocarbons (HC), and particulate matter with a diameter of less than 10 microns (PM_{10}). Fugitive dust is made up of particulate matter including PM_{10}.

While construction emissions would occur in short-term, temporary phases, they could cause adverse effects on local air quality. The BAAQMD, in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. The BAAQMD has also identified a set of feasible PM_{10} control measures for construction activities. In order to reduce the quantity of dust generated during site preparation and construction, the project sponsor has agreed to implement Mitigation Measure 2 - Construction

Air Quality, page 62. With implementation of this measure, construction air quality impacts would be reduced to a less-than-significant level.

The BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction impacts. The construction industry, in general, is an existing source of emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Because construction activities would be temporary, the contribution to the cumulative context is so small as to be virtually immeasurable, and all of the appropriate and feasible construction-related measures recommended by the BAAQMD would be implemented (see Mitigation Measure 2 - Construction Air Quality, on page 62), the contribution of construction emissions associated with the proposed project would not be cumulatively considerable.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☐	☒	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☒	☐	☐

Wind Impacts

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. Since, the proposed project would not be substantially taller than nearby buildings, it would not alter wind in a manner that would substantially affect public areas.

Shadow Impacts

Section 295 of the *San Francisco Planning Code* was adopted in response to Proposition K (passed in November 1984) to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year-round. Section 295 restricts new shadow on public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. The Seventh Street Building would be 50 feet in height. Therefore, a shadow fan was prepared by the Planning Department to determine the

shadow impact of the proposed project on properties protected by Section 295.[29] The analysis concluded that the proposed project would not cast shadow on any public areas protected by Section 295. Therefore, the proposed project would not result in a significant shadow impact.

The proposed project would add new shade to portions of the project site as well as to surrounding properties. However, because of the height of the proposed building and the configuration of existing buildings in the vicinity, the net new shading which would result from the project's construction would be limited in scope, and would not increase the total amount of shading above levels which are common and generally accepted in urban areas. Therefore, the proposed project would not create new shadow that substantially affects public areas.

While the San Francisco Planning Department, as a lead agency, has chosen to incorporate the issue of the sun shading effects of proposed projects on public open spaces under the jurisdiction of or to be acquired by the Recreation and Park Commission, due to the dense urban fabric of the City, the loss of sunlight on private residences or property is rarely considered to be a significant impact on the environment under CEQA. Although residents may regard the increase in shadow during any time of the year an inconvenience, the limited amount of increase in shading would not be considered a significant or adverse impact under CEQA.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☐	☒
c) Physically degrade existing recreational resources?	☐	☐	☒	☐	☐

The proposed project does not include recreational facilities and would not require the construction or expansion of recreation facilities. Therefore, criterion 9b would not be applicable to the proposed project.

The following recreational facilities are located within the project site vicinity: the Howard/Langton Mini Park located on the southwest corner of Langton and Howard Streets; the SOMA Eugene Friend Recreation Center

[29] Mat Snyder, San Francisco Planning Department Staff, *255 7th Street Shadow Analysis Case No. 2004.0588K*, July 11, 2006. A copy of this document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

located on Folsom, Harriet and Sixth Streets; and the Victoria Manalo Draves Park located on the southeast corner of Seventh and Folsom Streets.[30]

In 1998, the City of San Francisco initiated the Great Park for a Great City Assessment Project to determine condition of the park system as well as to determine future needs. The project concluded that South of Market, Civic Center, Tenderloin, and Mission Bay in District 6 are emerging residential areas and to satisfy future recreation and open space demands at least two major neighborhood parks, playgrounds, sports fields, mini parks and indoor recreation facilities would be needed. Consistent with this assessment, the Board of Supervisors approved an exchange and lease agreement between the City and the San Francisco Unified School District (SFUSD) to purchase the Bessie Carmichael School site and proposed the Victoria Manalo Draves Park. In August of 2004, the San Francisco Recreation and Park Department published a *Recreation Assessment Report* that evaluates the recreation needs of San Francisco residents.[31] Nine service area maps were developed for the *Recreation Assessment Report.* The service area maps were intended to help Recreation and Park Department staff and key leadership assess where services are offered, how equitable the service delivery is across the City and how effective the service is as it applies to participating levels overlaid against the demographics of where the service is provided. A review and interpretation of the data on the service area maps revealed that for recreation centers, such as the SOMA Eugene Friend Recreation Center, certain areas of the City, including the SOM area, are under served. The City's *General Plan* Recreation and Open Space Element identifies the SOM as an area that should receive highest priority for new parks and recreational improvements.[32] To that end, the Victoria Manalo Draves Park is currently under construction. The park program seeks to maximize lawn and plantings and minimize hardscape. The program for the park includes children's and toddler's play equipment, informal play fields, a bathroom, a softball field, a picnic area, and a basketball court. Fencing will surround the park to secure the park at night. Rubberized matting will be used in play areas. The park will also contain areas for teaching kids about natural systems and the environment. A Memorandum of Understanding between the Recreation and Park Department and SFUSD will allow school children to have exclusive use of the children's play area during the school day. Construction of the Victoria Manalo Draves Park is scheduled to be completed in September of 2006 and the park is scheduled to open in October of 2006.[33]

The proposed project would be expected to generate additional demand for the above-described recreational facilities. However, the increase in demand would not be in excess of amounts expected and provided for in the area and the City as a whole. The additional use of the recreational facilities would be relatively minor compared with the existing use and therefore, the proposed project would not result in substantial physical

---

30 The Howard/Langton Mini Park is a community garden that is cared for by local gardeners and looked after by the City and County of San Francisco.

31 San Francisco Recreation and Park Department, *Recreation Assessment Report*, August 2004. This document is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, and is available online at http://www.parks.sfgov.org/site/recpark_index.asp?id=27310.

32 San Francisco Planning Department, *San Francisco General Plan*, Recreation and Open Space Element, Neighborhood Recreation & Open Space Improvement Priority Plan, Map 9, page I.3.47.

33 Daniel LaForte, Park Planner, San Francisco Recreation and Park Department, electronic communication with Viktoriya Mass, Environmental Planner, San Francisco Planning Department, August 21, 2006.

deterioration of existing recreational resources. The impact on recreational facilities would, therefore, be less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
10. UTILITIES AND SERVICE SYSTEMS— Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☐	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

Wastewater Impacts

The project site is served by San Francisco's combined sewage system. The sewage system is designed to collect and treat both sanitary sewage and rainwater runoff in the same sewer and treatment plants. During times of high precipitation, the sewage system is able to accommodate all of the daily sanitary sewage flows and some of the rainwater runoff, which is generated at much higher volumes than sanitary sewage. Wastewater treatment for the east side of the City is provided primarily by the Southeast Water Pollution Control Plant. The project would meet wastewater pre-treatment requirements of the San Francisco Public

Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.[34] Because impervious surfaces in built environments comprise entirely the storm water runoff, and the project site is currently covered with impervious surfaces, the proposed project would have little effect on the total storm water volume discharged through the combined sewer system. While the proposed project would add to sewage flows in the area, it would not cause collection treatment capacity of the sewer system in the City to be exceeded. In light of the above, the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not require the construction of new wastewater/storm water treatment facilities or expansion of existing ones. Therefore, the proposed project would result in a less-than-significant wastewater impact.

As discussed in Land Use Section of this document, the proposed project is part of the *SOM Redevelopment Plan,* which was analyzed in the SOM SEIR. The SOM SEIR states that in the SOM area there is a general and existing problem with sewage overflows during the wet months. However, the SOM SEIR found that the *SOM Redevelopment Plan* (as Amended) would not be expected to cause collection treatment capacity of the sewer system in the city to be exceeded. Accordingly, the proposed project, in combination with other projects in the SOM area, would result in a less-than-significant cumulative wastewater impact. It is important to note that in 2005, the San Francisco Public Utilities Commission launched a citywide $150 million 5-Year Wastewater Capital Improvement Program (5-Yr WWCIP) to improve the reliability and efficiency of San Francisco's combined wastewater and storm water system. It is anticipated that over the course of the next few years the 5-Yr WWCIP would help address the most critical needs of the City's aging wastewater system, improving the capacity of sewer mains, upgrading treatment facilities and reducing wastewater odors. The –5 Yr WWCIP is a parallel effort to the upcoming San Francisco Sewer System Master Plan, which would provide a long-term plan to address the entire wastewater system.[35]

Water Impacts

The proposed project would incrementally increase the demand for water in San Francisco. The new construction would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the *California State Building Code* Section 402.0(c). The projected water consumption for the proposed project was assumed in the San Francisco Public Utilities Commission's *2005 Urban Water Management Plan* and an adequate water supply would be available for the proposed project.[36] Since the proposed project would have sufficient water supply available from existing entitlements, it would result in a less-than-significant project-specific and cumulative water impact.

Solid Waste Impacts

---

34 City and County of San Francisco, *San Francisco Municipal Code (Public Works)*, Ordinance No. 19-29, Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

35 San Francisco Public Utilities Commission, http://sfwater.org/msc_main.cfm/MC_ID/14/MSC_ID/119, accessed August 16, 2006.

36 The SFPUC's *2005 Urban Water Management Plan* is based on data presented in, Association of Bay Area Governments, *Projections 2002: Forecasts for the San Francisco Bay Area to the Year 2025*, which includes all known or expected development projects in San Francisco through the Year 2025.

Golden Gate Disposal and Recycling Company provides residential and commercial garbage and recycling services to the Downtown area of the City. The proposed project would not generate solid waste amounts that Golden Gate Disposal and Recycling Company would be unable to accept. San Francisco's solid waste is disposed of at the Altamont Landfill in Alameda County. A substantial expansion of the landfill was approved in 2000 and construction is expected to begin in 2006. This expansion will substantially increase Altamont Landfill's capacity to accommodate future waste generation by the landfill's existing clients, including San Francisco. The solid waste associated with the proposed project construction and operation would not substantially affect the projected life of the Altamont Landfill. The size and types of uses proposed would not be expected to result in the breach of published national, state, or local standards relating to solid waste or litter control. In light of the above, the proposed project would result in a less-than-significant project-specific and cumulative solid waste impact.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
11. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☒	☐	☐

Fire and Police Protection Impacts

The project site currently receives fire and police protection services from the San Francisco Fire Department (SFFD) and the San Francisco Police Department (SFPD), respectively. The proposed project would create additional demand for fire suppression and police service in the area because it would add 49 dwelling units and the SMHC to the project area. Growth in the SFFD and SFPD service areas is monitored and addressed through the City's annual operating and capital budget process.

The nearest fire station to the project site is Station # 8 located at 36 Bluxome Street (near Fourth Street). The Southern Police Station located at the Hall of Justice (on the block bounded by Seventh, Harrison, Sixth and Bryant Streets) is the nearest police station. Although the proposed project could increase the number of service calls received from the area as a result on the increased concentration of activity on the site, the increase would not be substantial in light of the existing demand for fire and police protection services in the area. As such, the proposed project would not require new or physically altered SFFD and SFPD facilities. Therefore, the proposed project would result in a less-than-significant fire and police services impacts.

Schools and Parks Impacts

Some of the new residents of the proposed 49-unit affordable housing development may be families with school-age children. The SFUSD employs a student generation rate of 0.203 students per housing unit for planning purposes.[37] The proposed project would be expected to add approximately 10 students to the SFUSD. It is anticipated that the existing schools could accommodate these students. The SFUSD is currently not a growth district, most facilities throughout the City are generally underutilized, and the SFUSD has more classrooms district-wide than it needs.[38] The proposed project would not result in a substantial unmet demand for school facilities and thus, would not necessitate new or physically altered school facilities. Therefore, the proposed project would result in a less-than-significant impact on schools.

As discussed in the Recreation Section of this document, the proposed project would have a less-than-significant impact on recreational facilities.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
12. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒

37 U.S. Department of Transportation Federal Transit Administration, City and County of San Francisco, Peninsula Corridor of Joint Powers Board, and San Francisco Redevelopment Agency, *Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final EIS/EIR*, pages 4-19, March 2004.

38 San Francisco Unified School District, *Facilities Master Plan*, 2003.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

The proposed project is in a developed urban area and is not located within or near any riparian habitat, sensitive natural community, federally protected wetlands or adopted conservation plan. Therefore, criteria 12b, c and f are not applicable to the proposed project.

The proposed project site is in a developed urban area and does not support or provide habitat for any rare or endangered wildlife species, animal or plant life or habitat, nor would it interfere with any resident or migratory species. Accordingly, the proposed project would result in no impact on sensitive species, special status species, native or migratory fish species and wildlife species.

The San Francisco Board of Supervisors recently adopted legislation that amended the City's Urban Forestry Ordinance, *Public Works Code* Sections 801 et. Seq., to require a permit from the DPW to remove any protected trees.[39] Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco.

A landmark tree has the highest level of protection and must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character and have been found worthy of landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. A significant tree is a tree: a) either on private property or DPW property, b) within 10 feet of a public right-of-way, and c) that has a diameter at breast height (DBH) greater than 12 inches, a height greater than 20 feet, or a canopy greater than 15 feet.[40] A street tree is a tree within the public right-of-way or on DPW's property. Removal of landmark, significant, or a street tree requires a permit from DPW. Also, all such trees are subject to certain maintenance and protection standards. The San Francisco Planning Department, DBI, and DPW have established guidelines to ensure that the provisions concerning protected trees are implemented. As part of these guidelines, the Planning Department requires that a "Tree Disclosure

39 Board of Supervisors, Ordinance No. 17-06, amending *Public Works Code* Sections 801 et seq.

40 Diameter at Breast Height is measured at 4.5 feet above the ground surface.

Statement" accompany all permit applications that could potentially impact a protected tree whether the tree is on the subject site or adjacent sites.

There are no tress on the project site; however, adjacent to the project site there is one tree growing along Seventh Street within 10 feet of a public right-of-way. Since this tree is less than 12 inches in DBH, less than 20 feet tall and has a canopy of less than 15 feet, it would be considered a street tree. The proposed project would remove the tree and thus, the project sponsor would be required to obtain a permit from the DPW.[41] In addition, the *Public Works Code* requires that another street tree be planted in place of a removed tree or that an in-lieu planting fee be paid. The proposed project would include installation of six street trees along Seventh Street and four street trees along Moss Street. The interior courtyard would also be landscaped. Since the proposed project would not conflict with any local policies or ordinance protecting biological resources, would not affect rare or endangered species, or substantially diminish habitat or remove a substantial number of mature and scenic trees, it would result in a less-than-significant biological resources impact.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
13. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐

[41] As part of the review process for an application for street or significant tree removal, a DPW inspector would evaluate the trees proposed for removal. If DPW approves the tree to be removed, it will be posted for period up to 30 days. If objections to the removal are received, the removal will be scheduled for public hearing. If DPW denies the removal, the applicant can request the case be scheduled for a public hearing. After the hearing, a hearing officer will make a recommendation to the DPW Director, who in turn will issue a final decision. The DPW Director's decision may be appealed to the Board of Appeals.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☒	☐	☐

The proposed project is not in an area subject to landslides. The proposed project would be connected to the existing sewer system and would not require use of septic systems. Therefore, criteria 13a(iv) and e would not be applicable to the proposed project.

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the City subject to geologic hazards. The project site is located in an area subject to "very strong" groundshaking (Modified Mercalli Intensity VIII) from earthquakes along the Peninsula segment of the San Andreas Fault, and "strong" groundshaking (modified Mercalli Intensity VII) along the Northern segment of the Hayward Fault (Maps 2 and 3 of the Community Safety Element).[42] The project site is located in an area of liquefaction potential, as shown in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology (Map 4 of the Community Safety Element). The project site is not in an area subject to landslide (Map 5 in the Community Safety Element). The project site is not in an area subject to tsunami run-up, or reservoir inundation hazards (Maps 6, and 7 in the Community Safety Element).

The project site is not in an Alquist-Priolo Special Studies Zone, and no known active faults exist on or in the immediate vicinity of the site.[43] The potential for surface fault rupture at the site is extremely low. Like the

---

42 Continued research has resulted in revisions to the Association of Bay Area Governments' earthquake hazard maps. Available on ABAG website (viewed August 29, 2006) at http://www.abag.ca.gov/bayarea/eqmaps/mapsba.html. Based on the 1995 ABAG report, an earthquake on these faults could result in "moderate" and "nonstructural" damage in the project vicinity. However, ABAG notes, "The damage, however, will not be uniform. Some buildings will experience substantially more damage than this overall level, and others will experience substantially less damage." For this reason, ABAG currently produces Shaking Hazard Maps that depict intensity of groundshaking, rather than estimated damage.

43 California State Department of Conservation, Division of Mines and Geology (CDMG), *Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1998*, [http://www.consrv.ca.gov], November 16, 1998, and CDMG, *Fault Rupture Hazard Zones in California*, Alquist Priolo Earthquake Zoning Act, Special Publication 42, Revised 1997.

entire San Francisco Bay Area, the project site is subject to ground shaking in the event of an earthquake on the regional faults.

In San Francisco, unengineered artificial fill was used during the mid-19th century to reclaim property form the Bay. Natural drainages were also reclaimed with artificial fill, including both Mission Creek and Islais Creek. Fill associated with Mission Creek covers a large portion of the South of Market area. The project site is at the edge of the westernmost portion of the northern lobe of the former Sullivan Marsh area. Records indicate that the marsh area was filled between 1870 and 1880. Subsurface soil at the project site consists of 11 to 18 feet of loose to dense sand and gravel with sand, with brick and rubble fragments (earthquake fill).[44] Underneath the fill is very loose to dense sand extending to depths of 15 to 24.5 feet bgs. Beneath the sand is soft to stiff Bay Mud deposits extending to depths ranging from 90 to 116 feet bgs. Beneath the Bay Mud deposit are shoreline alluvium consisting primarily of strong, relatively incompressible, dense to very dense sand and stiff to very stiff clay and silt. The ground surface across the site slopes down toward the east, from approximate Elevation 12 to 6 feet (San Francisco City Datum). Groundwater was encountered at approximately 9.5 to 10 feet bgs, corresponding to elevations ranging from 0.5 to 1 foot. The groundwater level at the project site is anticipated to vary a few feet seasonally and with the fluctuations in the water level of the San Francisco Bay. It is anticipated that the high groundwater level at the project site is near Elevation 3 feet.

As discussed above, the project site is located in an area of liquefaction potential, in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology. For any development proposal in an area of liquefaction potential, the DBI, in its review of the building permit application, requires the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. A geotechnical report was prepared for the proposed project by a California-licensed geotechnical engineer.[45] The geotechnical report assessed the nature and severity of the hazard(s) on the site and recommended project design and construction features that would reduce the hazards(s). The geotechnical report set forth recommendations for foundations, soil improvement, retaining walls, seismic design, site grading, and other geotechnical aspects of the proposed project. Specifically, the geotechnical report included the following recommendations:

- The building may be supported on a mat foundation, provided the loose to medium dense sand below the basement level is improved using compaction grouting;
- The mat foundation should be designed for groundwater at Elevation 3 feet;
- Compaction grouting should extend from the bottom of the mat to the bottom of the liquefiable soil;
- The mat foundation should be waterproofed;
- The below-grade walls should be designed to resist lateral pressures imposed by adjacent soil and traffic;
- Basement walls should be waterproofed and water stops should be placed at all construction joints;

---

44 Treadwell & Rollo, *Phase II Environmental Site Assessment Proposed Westbrook Plaza Development Project, 227-255 Seventh Street*, October 22, 2003. This document is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

45 Treadwell & Rollo, *Geotechnical Investigation, Westbrook Plaza, 255 Seventh Street*, November 3, 2005. This document is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

- A soldier-pile-and-lagging system would be an acceptable method to retain the excavation;
- During excavation, the groundwater should be drawn down to a depth of at least three feet below the bottom of the maximum proposed excavation;
- The foundations of the adjacent buildings may be underpinned using chemical grouting that extends two feet below the bottom of the excavation;
- Handling and disposal of the fill should be performed in accordance with a Site Mitigation Plan and Health and Safety Plan; and
- Drainage control design should include provisions for positive surface gradients so that surface runoff is not permitted to pond.

The geotechnical report found the site suitable for development providing that recommendations included in the geotechnical report were incorporated into the design and construction of the proposed development. The project sponsor has agreed to follow the recommendations of the geotechnical report in constructing the proposed project.

To ensure compliance with all *San Francisco Building Code* provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design feature for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code.*

It is anticipated that the proposed foundation would extend below the groundwater level. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the San Francisco Public Utilities Commission must be notified of project necessitating dewatering and may require a water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the DPW would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

To accommodate the below-grade parking garage and foundation for the proposed project, excavation of 12 to 14 feet bgs would be required and about 13,000 cubic feet of material would be removed from the site. The

finished floor of the below-grade parking garage would be near Elevation 0 feet along Seventh Street and Elevation –3 feet along Moss Street. The project site and surrounding area are relatively flat. As mentioned above, the existing ground surface elevation of the site varies from 6 to 12 feet above mean seal level.[46] The proposed project would not significantly alter the topography or otherwise affect any unique geologic or physical features of the site. Therefore, the proposed project would result in a less-than-significant topographical impact.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☐	☒

[46] Treadwell & Rollo, *Geotechnical Investigation, Westbrook Plaza, 255 Seventh Street*, November 3, 2005. This document is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

The project site is not located within a 100-year flood hazard area. The project site is not in an area subject to tsunami run up, or reservoir inundation hazards (Maps 6, and 7 in the *General Plan* Community Safety Element). Therefore, criteria 14g and h would not be applicable to the proposed project.

The project site is entirely covered by the impervious surfaces (existing buildings and a paved parking lot). The proposed project would likewise result in a project site that is entirely covered by impervious surfaces (two proposed buildings and a concrete courtyard). The proposed project is not anticipated to change the amount of impervious surface area at the site. Therefore, the proposed project would not substantially alter the existing drainage pattern of the site or area, substantially increase the rate or amount of surface runoff, or contribute runoff water which exceeds the capacity of the Southeast Water Pollution Control Plant. Accordingly, the proposed project would result in a less-than-significant storm water impact.

Project-related wastewater and storm water would flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. During operations and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Therefore, the proposed project would not substantially degrade water quality.

Construction of the proposed project would involve demolition, excavation, soil stockpiling, grading, and construction of new residential buildings and an underground parking garage. These activities could cause erosion and transportation of soil particles that, once in surface water runoff, could cause sediment and other pollutants to leave the site and ultimately affect the water quality of San Francisco Bay. However, storm water runoff from project construction and project operation would be required to drain to the combined sewer and stormwater system and would be treated and discharged to the Bay in compliance with the City's National Pollutant Discharge Elimination System permit. In accordance with the permit, discharges to the Bay are in conformance with requirements of the Clean Water Act, Combined Sewer Overflow Control Policy, and the associated state requirements in the Water Quality and Control Plan for the San Francisco Bay Basin. Therefore, the proposed project would not substantially degrade water quality.

The groundwater level is approximately 9.5 to 10 feet bgs, corresponding to elevations ranging from 0.5 to 1 foot. Therefore, it is anticipated that dewatering would be necessary. As discussed in the Geology/Topography section, any groundwater encountered during construction would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance No. 199-77), requiring that groundwater meet specified standards before it may be discharged into the sewer system. The proposed project would not substantially deplete groundwater supplies.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
15. HAZARDS AND HAZARDOUS MATERIALS Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☐	☒	☐

The proposed project is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, significance criteria 15e and f would not apply to the proposed project.

The City has adopted an ordinance (Ordinance 253-86, signed by the Mayor on June 27, 1986), which requires analyzing soil for hazardous wastes within specified areas, known as the Maher area, when over 50 cubic yards of soil is to be disturbed and on sites specifically designated by the Director of Public Works. [47] The project site falls outside the boundary of the Maher Ordinance and, therefore, would not be subject to this ordinance.

A Phase I Environmental Site Assessment (ESA) for the project site was prepared in July 2003.[48] A Phase II ESA for the project site was prepared in October of 2003.[49]

Soil and Groundwater

The southwestern part of the project site that is currently occupied by the surface parking lot was used as a service station during the late 1940s and early 1950s. The Phase I ESA revealed that two Underground Storage Tanks (USTs) are located beneath the Seventh Street sidewalk in front of the project site (see UST discussion below). The Phase I ESA recommended that a Phase II ESA be performed to determine the absence of additional USTs and any associated contamination from the USTs and the car wash sump. Furthermore, the project site is underlain by fill soil that regionally is known to contain elevated concentrations of lead and petroleum hydrocarbons.

The Phase II ESA drilled ten soil borings at the project site to collect soil samples for chemical analysis. Groundwater samples were collected from three of the ten soil borings. Soil and groundwater samples were submitted for chemical analysis. The chemical results for the soil and groundwater samples indicate that varying concentrations of total petroleum hydrocarbons (TPH) as diesel and motor oil, Halogenated Volatile Organic Compounds (HVOCs), and metals exist in the soil and groundwater beneath the site.

Soil. Total lead was detected at concentrations ranging from 3.3 milligrams per kilogram (mg/kg) to 6,700 mg/kg in the soil samples analyzed. For residential uses, total lead should not exceed 1,000 ppm. The concentration of 6,700 mg/kg detected at the project site is more than six times greater than the 1,000 ppm threshold for residential uses. For disposal purposes, the State hazardous waste threshold for total lead is 350 mg/kg. Total lead was detected above this concentration. Soluble lead, based on the State WET method, was detected in seven of the soil samples analyzed at concentrations ranging from 0.23 milligrams per liter (mg/L)

---

47 The Maher Ordinance applies to that portion of the City bayward of the original high tide line, where past industrial uses and fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in soils and groundwater. The ordinance requires that soils must be analyzed for hazardous wastes if more than 50 cubic yards of soil are to be disturbed.

48 Raibon & Colbert Associates, *Phase I Environmental Site Assessment, 227 – 225 7th Street*, July 10, 2003. This document is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

49 Treadwell & Rollo, *Phase II Environmental Site Assessment, Proposed Westbrook Plaza Development Project, 227-255 Seventh Street*, October 22, 2003. This document is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

to 17 mg/L. The State hazardous waste threshold for soluble lead is 5 mg/L and was exceeded for three of the soil samples. Soluble lead, based on the Federal TCLP method was detected in 10 of the 12 samples tested at concentrations ranging from 0.41 mg/L to 13 mg/L. The Federal hazardous waste threshold for soluble lead is 5 mg/L and was exceeded in the sample collected at 7 feet bgs from one boring. None of the other metals detected were above their respective State hazardous waste thresholds. TPH as diesel and motor oil were detected in samples from all the borings which tested at concentrations ranging from 1.2 mg/kg to 160 mg/kg for TPH as diesel and from 6.2 mg/kg to 1100 mg/kg for TPH as motor oil. There are no applicable hazardous waste criteria for TPH concentrations detected. The concentrations detected are generally considered low and not likely a significant concern. Tetrachloroethene (PCE) was the only HVOC detected in soil samples. PCE was detected at concentrations of 60 micrograms per kilogram (µg/kg) and 33 µg/kg in the samples collected at 5 feet bgs and 10 feet bgs, respectively. The detected PCE concentrations are below the Regional Water Quality Control Board Environmental Screening Level concentration of 88 µg/kg for residential land-use.

As the above paragraph indicates, soil sample analytical results indicate that the upper 10 feet of soil that would be excavated during site development, in general, contains relatively low concentrations of a motor oil type petroleum hydrocarbon. Also, dry cleaning solvents (PCE) were detected al low concentrations in only one boring site. (Phase I ESA for the project site did not identify dry cleaners as a historical site operation and therefore, the source of the PCE concentrations is unknown). The soil samples, however, did contain elevated concentrations of total and soluble lead that exceed State and/or Federal hazardous waste criteria. Since soil with hazardous concentrations of lead would be encountered during site development, the proposed project would result in a potentially significant impact. Implementation of Mitigation Measure 3 - Hazardous Materials, page 62, would however, reduce the proposed project's impact to a less-than-significant level.

Groundwater. Groundwater samples were collected from borings at the southeastern edge of the site next to an oil water separator, near the closed and suspected USTs and at the up-gradient edge of the site. Low concentrations of TPH as diesel and motor oil were detected at 74 µg/L and 460 µg/L, and 160 µg/L and 420 µg/L in the ground water samples collected from one boring next to the oil water separator at the former car wash and from another boring drilled at the northwest side of the project site, respectively. These concentrations are below their respective Regional Water Quality Control Board Environmental Screening Level for residential land use of 640 µg/L for each compound. The TPH as gasoline, BTEX and PCBs were not detected in the samples analyzed for these compounds. Low concentrations of PCE and its breakdown product were detected in the groundwater samples collected from two borings drilled next to the easternmost oil water separator and UST area. The detected concentrations do not likely represent a significant threat to the health of future site occupants based on a comparison for the Regional Water Quality Control Board Environmental Screening Levels for residential land use. These data indicate that the closed and suspected USTs have not significantly impacted groundwater quality at the project site. Some metals and suspended solids were detected. However, the concentrations were within limits established by the San Francisco Public Utilities Commission for discharge to the combined stormwater-sanitary sewer system. The concentrations detected in the groundwater are below a level that would likely require further investigation or remediation by a regulatory agency.

Underground Storage Tanks

A Phase I and Phase II ESA have been prepared for the proposed project in order to determine the potential for the presence or likely presence of any hazardous substances or petroleum products under conditions that may indicate a release or threat of a release from present or passed activities. The project site was listed on the Facility Inventory Database (CAFID), which contains a historical listing of active and inactive underground storage tank (UST) locations. Two USTs are located below the Seventh Street sidewalk in front of the project site.[50] Records indicate that both USTs were used for waste oil accumulation. This is consistent with the southwestern part of the project site being used as a service station during the late 1940s and early 1950s. The San Francisco Department of Public Health records show that two USTs at 229 Seventh Street were removed by means of "Closure-in-Place" in 1989. However, an UST Closure Report for this activity was not submitted to the Department of Public Health at the time of closure. The UST Closure Report was submitted to the Department of Public Health in September of 2003.[51] In October of 2003, the Department of Public Health issued a Notice of Completion UST Closure, which states that, "based on the analytical results of the soil and water sampling, further site investigation and cleanup pertaining to the two tanks is not required at this time." The Notice of Completion also states that although other onsite contamination was found from the July 2003 sampling activity, future remediation activities shall be addressed separately from the UST Closure process. A third UST may exist inside the fenced area of the site, adjacent to the two USTs beneath the Seventh Street sidewalk. A determination could not be made whether a third UST may exist at the project site.

In summary, since the project site may contain a third UST, soil with hazardous concentrations of lead would be encountered during site development, and there is a school within a quarter mile of the site, the proposed project would result in a potentially significant impact. However, implementation of Mitigation Measure 3 - Hazardous Materials, page 62, would reduce the impact to a less-than-significant level.

Hazardous Building Materials

Building Asbestos. Asbestos-containing materials may be found within the existing buildings that are proposed for demolition. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of

---

50 Treadwell & Rollo, *Underground Storage Tank Closure Report*, September 24, 2003. This document is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0588E.

51 Treadwell & Rollo, Underground Storage Tank Closure Report, SFDPH Facility ID # 12122, UST 4246, 227 Seventh Street, September 24, 2003.

friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, DBI would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Lead-Based Paint. Because of the age of the existing buildings, which are proposed for demolition as part of the project, they may contain lead-based paint. Demolition must comply with Chapter 34, Section 3407 of the *San Francisco Building Code*, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on any building built on or before December 31, 1978, or any steel structures to which lead-based paint disturbance or removal would occur, and exterior work would disturb more than 100 square feet or 100 linear feet of lead-based paint, Chapter 34 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 34 contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of work debris beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of DBI of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start

and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead-Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures established by the *San Francisco Building Code* would ensure that potential impacts associated with lead-based paint disturbance during construction activities would be reduced to a level of insignificance.

Evacuation, Emergency Response and Fire Safety

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code*. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the SFFD (as well as the DBI), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process. Accordingly, the proposed project would not result in an impact associated with an emergency plan or fires.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
16. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

Mineral Resources Impacts

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus, the site is not a designated area of significant mineral deposits. Since the project site is already developed, future evaluation or designation of the site would not affect or be affected by the proposed project. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed project. Therefore, criteria 16a and b are not applicable to the proposed project.

Energy Impacts

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit. The proposed project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the DBI. For this reason, the proposed project would not cause a wasteful use of energy.

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect or contribute to a cumulative impact.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
17. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the project:**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	☐	☐	☐	☐	☒

The project site is located within an urban area in the City and County of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as *Urban and Built-Up Land*, which is defined as "... land [that] is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes." Because the project site does not contain agricultural uses and it is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson contract, nor would it involve any changes to the environment that could result in the conversion of farmland. Accordingly, criteria 17a, b, and c are not applicable to the proposed project.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
18. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

C. OTHER

Neighborhood Notice

A "Notification of Project Receiving Environmental Review" was sent out on October 18, 2005 to the owners and occupants of properties adjacent to the project site and interested parties. Eight comments were received in response to the Neighborhood Notice. Members of the public expressed concern about the proposed project as it relates to: cumulative impacts of development of a number of health clinics in the South of Market area; loss of PDR space and the associated land use impacts; parking impacts; historic value of the existing buildings on the project site; general impacts on the light, views, privacy, health and safety of the inhabitants of Moss Street; and potential pollution released by the excavation and construction of the proposed project. The public also requested more information regarding the type of services that the SMHC would provide and the hours of operation.

D. MITIGATION MEASURES

The following mitigation measures have been adopted by the project sponsor and are necessary to avoid potential significant effects of the proposed project.

Mitigation Measure 1 – Archaeological Resources

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure and the requirements of the project archaeological research design and treatment plan (Archeo-Tec, *Archaeological Research Design & Treatment Plan for the Westbrook Plaza Project*, City and County of San Francisco, CA, March 2006). In instances of any inconsistency between the requirements of the project archaeological research design and treatment plan and of this archaeological mitigation measure, the requirements of the latter shall prevail. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be

adversely affected by the proposed project, at the discretion of the project sponsor either:

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord

with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological

testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure 2 - Construction Air Quality

The project sponsor shall require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand, or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 3 – Hazardous Materials

Step 1: Determination of Presence of Lead-Contaminated Soils.

The project sponsor shall submit the Phase I and Phase II Environmental Site Assessments and a fee of $425 in the form of a check payable to the San Francisco Department of Public Health, to the Hazardous Waste Program, Department of Public Health, 101 Grove Street, Room 214, San Francisco, California 94102. The fee of $425 shall cover five hours of soil testing report review and administrative handling. If additional review is necessary, Department of Public Health shall bill the project sponsor for each additional hour of review over the first five hours, at a rate of $85 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. Department of Public Health shall review the soil testing report to determine whether soils on the project site are contaminated with lead at or above potentially hazardous levels.

If Department of Public Health determines that the soils on the project site are not contaminated with lead at or above a potentially hazardous level (i.e., below 50 ppm total lead), no further mitigation measures with regard to lead-contaminated soils on the site would be necessary.

Step 2: Preparation of Site Mitigation Plan.

If based on the results of the soil tests conducted, Department of Public Health determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the Department of Public Health shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the Department of Public Health, the SMP shall include a discussion of the level of lead contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall also outline proposed exploratory techniques to confirm the presence or absence of the suspected UST at the western edge of the project site to properly plan for its removal, if found, during site excavation. Any identified USTs shall be removed from the property and disposed of in accordance with applicable regulations. Soil beneath the USTs shall be visually inspected for soil and/or groundwater contamination. If contamination is detected, the impacted materials shall be tracked and managed throughout the construction phase. If deemed necessary, impacted materials shall be mitigated prior to construction. The SMP shall be submitted to the Department of Public Health for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling and Disposal of Lead-Contaminated Soils.

(a) specific work practices: If based on the results of the soil tests conducted, Department of Public Health determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA lead-safe work practices) when such soils are encountered on the site.

(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report.

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to Department of Public Health for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

E. ALTERNATIVES

The EIR will analyze alternatives to the proposed project that would reduce or eliminate any significant environmental effects. At a minimum, these alternatives would include a No Project Alternative and a Preservation Alternative. The possible selection of an additional alternative for evaluation would be guided by the EIR's analysis of significant environmental impacts.

F. DETERMINATION

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Paul E. Maltzer
Environmental Review Officer
for
Dean L. Macris
Director of Planning

DATE 9/8/06